

GRAIN DEALERS JOURNAL

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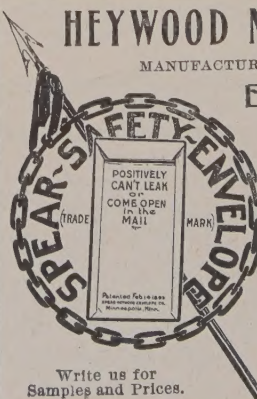
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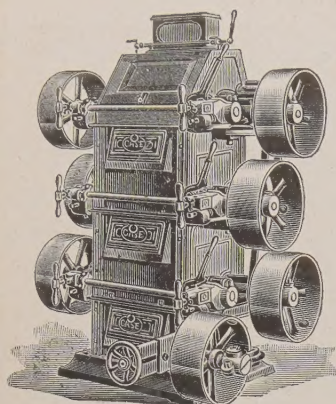
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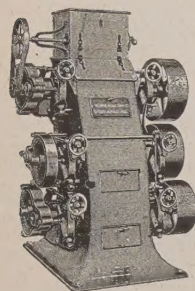
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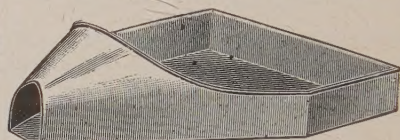
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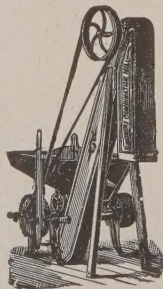
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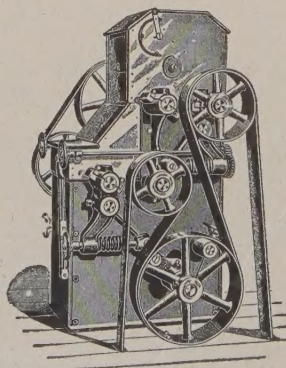
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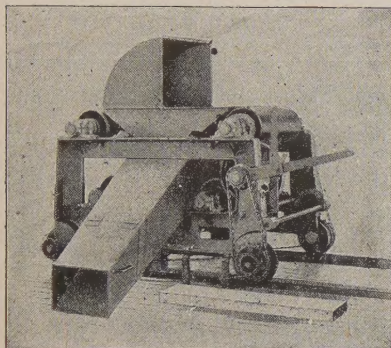
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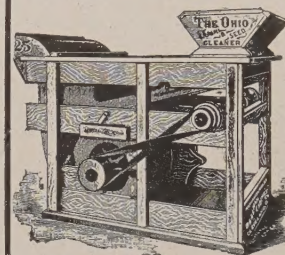
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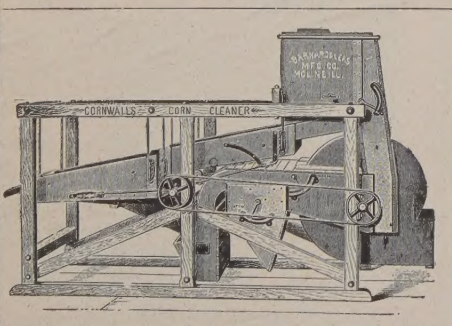
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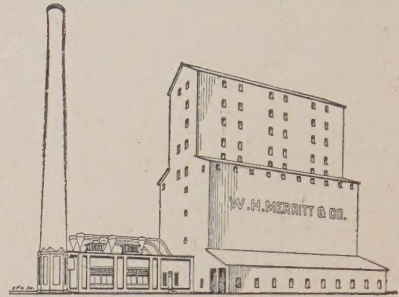
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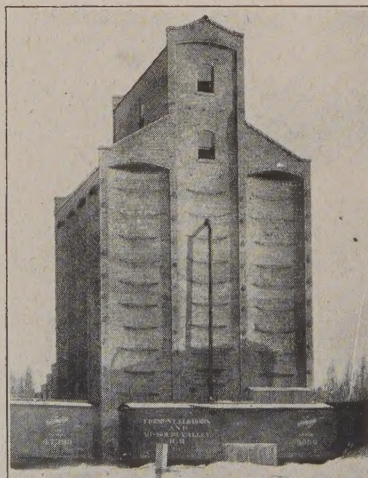
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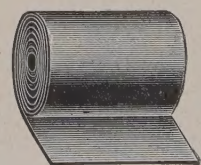
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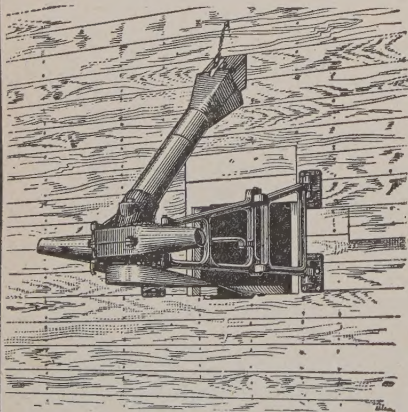
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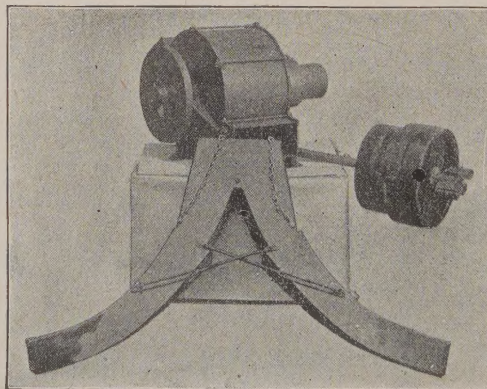
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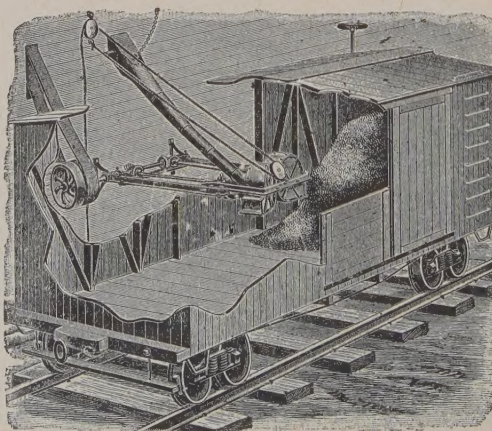
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IS THE BEST SPOUT YOU CAN
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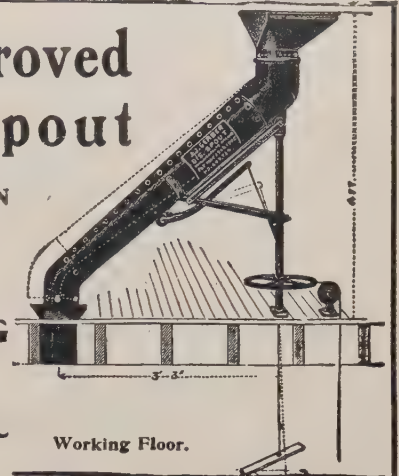
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Rope Transmission
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Require less power than any
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This subject is covered
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These Machines will operate successfully and rapidly at a temperature as low as 110 degrees. Practical millers and elevator men will appreciate this.

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CAN DO IT.**

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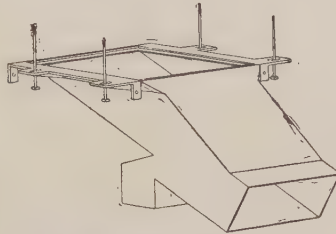
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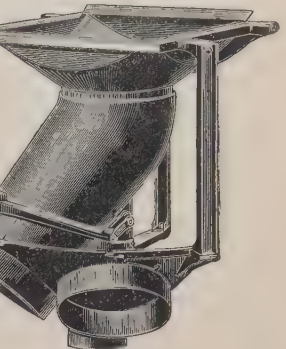
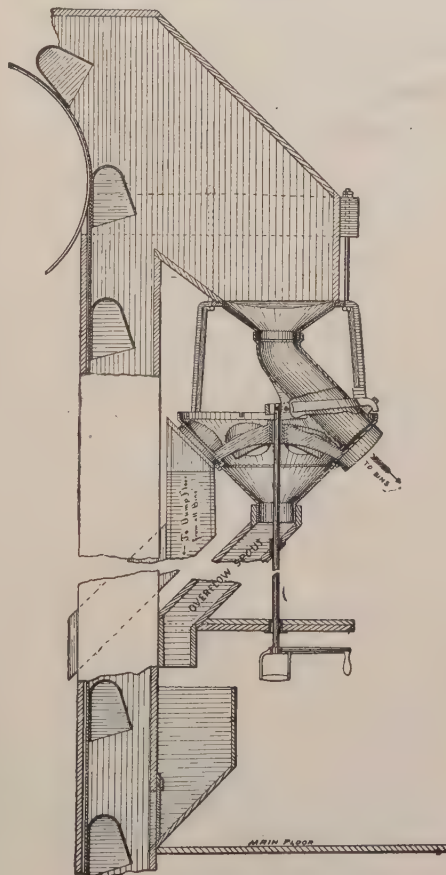
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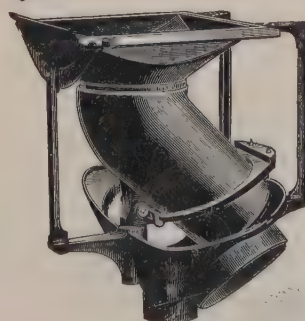
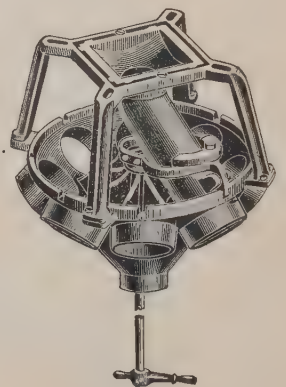
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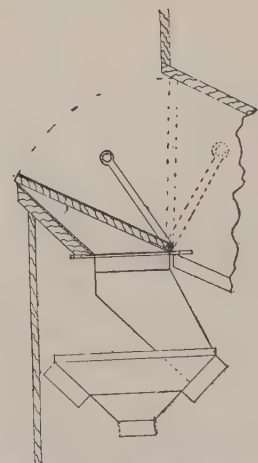
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12-inch—2 ducts.



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With wooden ear corn attachment.
For elevators that elevate ear corn.

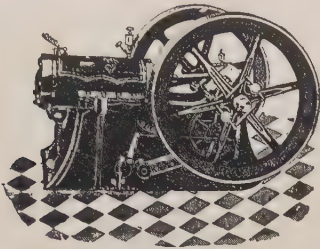
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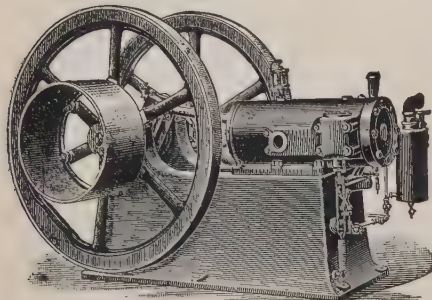
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Grain Testers, Grain Scoops, Bag Holders, Car
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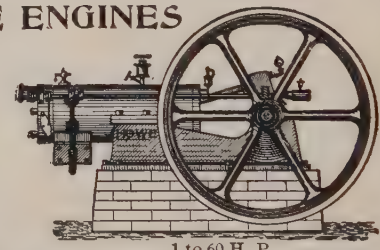
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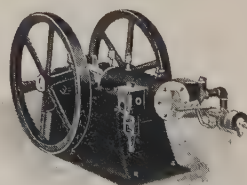
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Tell you
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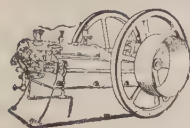
A 20th Century Motor, plain, simple, high-grade. Strictly up-to-date and covered by rigid guarantee. See one, you'll buy no other. Write us.

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POWER FOR GRAIN ELEVATORS.

THE BAUER GASOLINE ENGINE



Is better adapted to the needs of the grain elevator man than any other.

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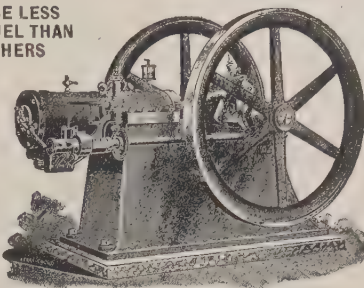
Burger Automatic Gasoline Engines are Perfect

in mechanical construction, so when buying one for your elevator don't stop short of the best. Write us today.

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Columbia GAS and GASOLINE ENGINES

USE LESS FUEL THAN OTHERS



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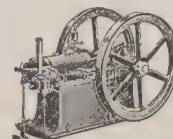
BRUNNER ELEVATOR ENGINE

FOR GRAIN ELEVATORS.

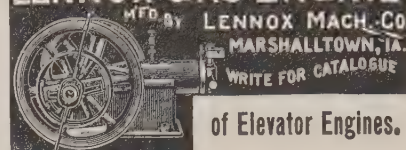
From 1 to 30 H. "

Write for descriptive circular.

CHARLES BRUNNER, Mfr.,
Peru, Ill.

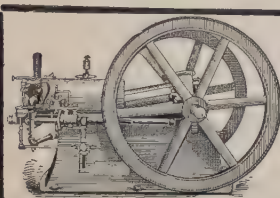


LENNOX GAS ENGINE



of Elevator Engines.

MADE BY LENNOX MACH. CO.
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Gasoline Engines

Especially adapted for elevator use.
Fremont Foundry & Machine Co.,
Fremont, Neb.

Coal Dealers Friend

Is a book of tables which shows at a glance the cost of any number of pounds of coal from 5 to 1995 pounds, at any price per ton from \$1.00 to \$14.00. It is especially adapted for retailers. It is printed on good book paper and bound in cloth, size 4 1/4 x 8 1/4 inches. 110 pages.

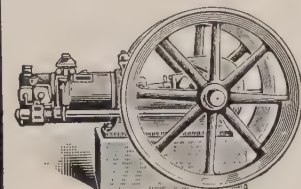
PRICE, \$1.00

GRAIN DEALERS COMPANY
255 LA SALLE ST., CHICAGO, ILL.

RHINEBECK WATER COMPANY, RHINEBECK, N. Y.
OTTO GAS ENGINE WORKS, Philadelphia, Pa.

March 10th, 1902.

GENTLEMEN:—Sunday, March 2d, our pumping station, which contains one of your engines for auxiliary power was burned to the ground. The engine, which was in the hottest part, was only damaged to the extent of having the babbitt melted out of the pump hanger and plunger bearing, the temper taken out of several springs, and the washers in the gasoline pump damaged. Repairs were made as soon as possible and Wednesday morning, 3 a. m., the engine and pump were successfully started, the same running without stop, skip or slow down, 85 1/2 hours. It is now being run 16 hours a day.



We think it is remarkable that the engine was not ruined, and still more so its performance as noted above. We wish to express our appreciation of the satisfactory manner in which this engine has run ever since we have had it, and especially its recent performance. Very respectfully,

(Signed) R. RAYMOND RIKERT, Sec. and Gen'l Mgr.

THE OTTO-GAS ENGINE WORKS, Philadelphia, Pa.

Chicago Representative, T. W. SNOW, 360 Dearborn St.

THE CHEAPEST POWER PLANT ON EARTH

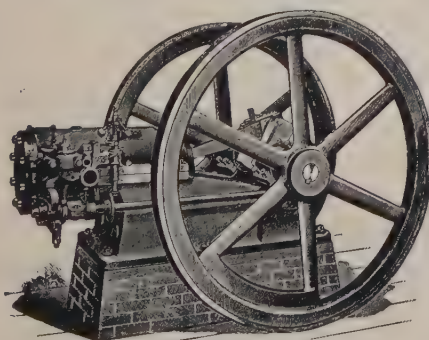
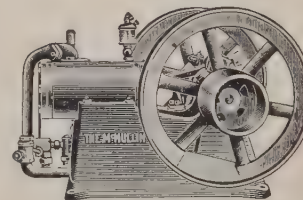
Is the Gasoline Engine. Learn something to your advantage about

McMullin Engines

by writing us. Catalog and prices on application.

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"NEW ERA" GAS AND GASOLINE ENGINES.

Easy to start; easy to operate;
heavy and substantial; high grade;
thoroughly guaranteed; electric or
tube igniter.

Sizes, 5 to 60 H. P.

If interested write for particulars to
The New Era Iron Works Company,
No. 86 Dale Ave., DAYTON, OHIO.

The Gas and Gasoline Engine and Its Age

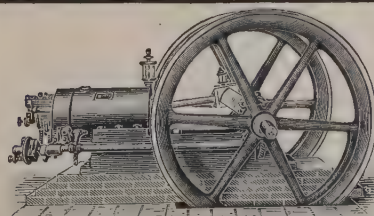
By NORMAN & HUBBARD

Is a practical hand-book of questions and answers on any difficulty that may arise in the care, management and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.

It gives a historical review of the growth of the gas and gasoline engine and the features that are essential to the good working of a gas or gasoline engine. It gives a long list of questions and answers which are invaluable to users, describes an indicator, the pounding of engines, precautions in running a gas engine, etc. It also gives a description of nearly all the prominent makes of American engines, besides a very complete set of rules and tables, which are invaluable to operators of engines. This book is of convenient size, well bound in cloth covers, printed on book paper, and profusely illustrated. Price \$1.00.

FOR SALE BY

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.



WITTE GAS ENGINES

do grain work well because they ALWAYS WORK. The electric igniter also does not burn you out of house and home. Don't buy freaks, Get an Engine

WITTE IRON WORKS CO.,

513 West 5th Street,

Catalog I. Kansas City.

The CLIPPER

Stands without an equal for the economical and successful cleaning of all kinds of Grain, Flax, Timothy, Clover and all fine seeds, also for Beans, Peas and Corn.

Our machines require a small amount of power, and the quality of their separations have not yet been equaled by any Cleaner.

A TESTIMONIAL.

Bluffton, Indiana, March 20, 1902.

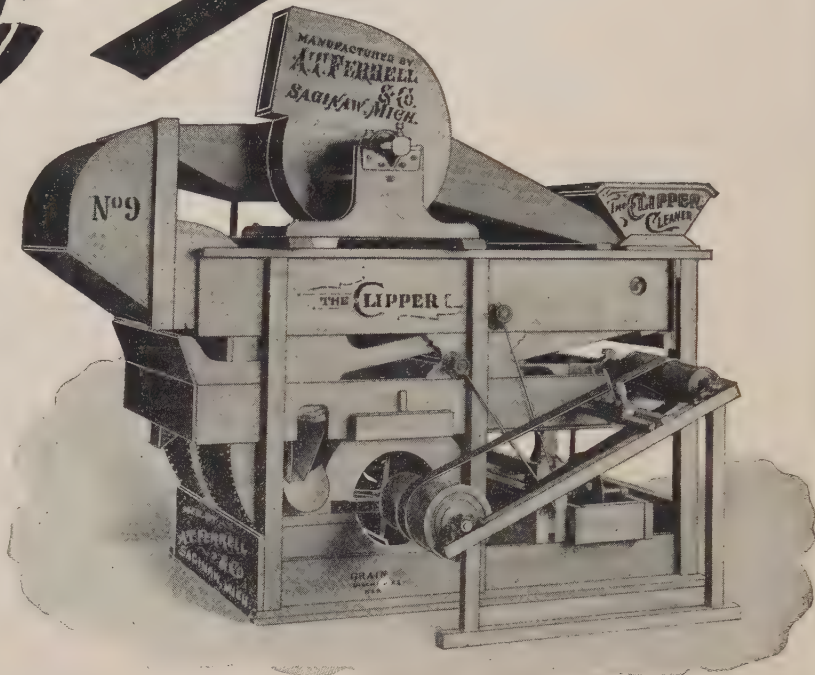
A. T. FERRELL & Co.,
Saginaw, Mich.

Gentlemen:—We are glad to be able to say a good word for the Clipper Cleaners. We have been using them for the last fifteen years and they have never failed us. We recently put in one of your new No. 9 Specials with Dustless Attachment and Traveling Brushes. It has more than met our expectations, and we have found it perfect for cleaning of grass seeds. For our use, we have found the Clipper entirely satisfactory in every respect. Yours truly,

(Signed) STUDEBAKER, SALE & Co.

Our Sample Plate of perforations mailed upon request. Write for catalog.

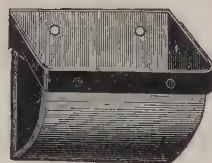
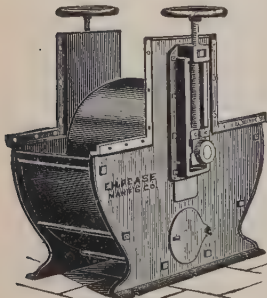
A. T. Ferrell & Co.,
SAGINAW, MICH.



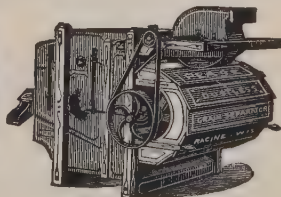
No. 9 Special Cleaner with Traveling Brushes, Special Air Controller and Dustless Attachment.

Write **MARSEILLES MFG. CO., Marseilles, Ill.** For Catalog and Prices of . . .

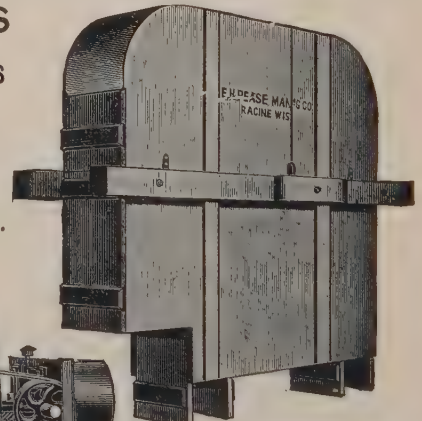
ELEVATOR MACHINERY AND SUPPLIES



ELEVATOR CUPS OF ALL SIZES AND KINDS.



Fanning Mills AND Warehouse Cleaners of Every Description.

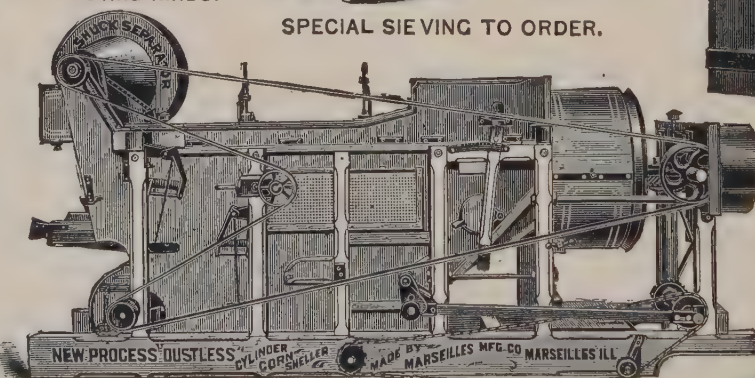


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SPECIAL SIEVING TO ORDER.



BOOTS EITHER WOOD STEEL or CAST IRON.



New Process Corn Shellers and Cleaners.

FURNISHED EITHER AS

Combined or Separate Machines Also with or without HUSK SEPARATING ATTACHMENT.

Motive Power and Power Transmitting Appliances, Including,

Flexible Spouts
For Loading Cars.

EVERYTHING IN THE LINE OF

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BOILERS AND PUMPS
GASOLINE ENGINES
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SHAFTING
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CHAIN
RUBBER
COTTON
LEATHER

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ELEVATORS FOR SALE.

ONE elevator that is a moneymaker sure, for sale. W. A. Thompson, Attica, Ind.

ELEVATOR and coal business for sale. Only one in the town. Lehan Grain Co., Dunlap, Ia.

ILLINOIS elevator at great sacrifice, or exchange for real estate. Must be sold. W. L. Cadle, 440 Canal st., Chicago.

ELEVATOR FOR SALE in the best grain-producing portion of Kay county, Okla. For particulars, address Lock Box 265, Ponca City, O. T.

ELEVATOR of 80,000 bushels, with other business in connection. Pays large profits. Price, \$15,000; terms liberal. Address Box 543, Sioux City, Ia.

TWO first-class modern grain elevators located in central Illinois for sale. Owners going into other business. Address Coon Bros., Rantoul, Ill.

ELEVATOR, coal business and my residence property; elevator new, 10,000 bu.; south central Neb. Price \$5,000 if sold in the next thirty days. David Black, Spring Ranch, Neb.

HAY OR GRAIN location is offered at Remington and Wolcott, Ind., where I have for sale three hay barns at a bargain. Write Good Chance, 72 Traders bldg., Chicago, Ill.

ELEVATOR and coal business for sale on the C., R. I. & P. Ry., handling from 80,000 to 100,000 bushels a year; gasoline engine; 10,000 crib room. Address O. O. Helgen, Ruthven, Ia.

ELEVATOR, capacity 30,000; cribs, 10,000. Town ships 600 cars annually. Must be sold at once account ill health. Price, \$6,000. Address Berg, box 7, care Grain Dealers Journal Chicago.

SMALL country elevator for sale; coal bins, general store and stock business. In the banner wheat county of Kansas. Address O. K., box 5, care Grain Dealers Journal, Chicago.

INDIANA elevator of 12,000-bu. capacity on Panhandle road will be sold at a bargain. Steam power. Shipped over 100,000 bu. last year. Worth \$5,000. For full information address Lant, 72 Traders bldg., Chicago, Ill.

ELEVATOR and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bu.; gasoline engine and dump. Good opening for right man. For particulars inquire of N. H. Halderman, Mt. Carroll, Ill.

ELEVATOR and very profitable feed mill in heart Ill. corn belt, on L. E. & W. Ry., cap. 20,000; Charter Engine, 12 h.p.; Ideal Loader. Station handles 350 cars; one competitor. Other business requiring attention, reason. H. R., box 8, care Grain Dealers Journal, Chicago.

ELEVATOR AND CORN MILL, a combined plant, in So. Kan. Price, \$6,500; will sell all or half interest for all or part cash, balance easy terms. Two railroads. Crop, wheat, oats and corn; conditions now 100 per cent. Address for particulars Maize, box 8, care Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

A GOOD elevator and coal and machinery business for sale at Artesian, S. D. Address A. R. T., box 8, care Grain Dealers Journal, Chicago.

ELEVATOR in good grain town in west. O., 25,000-bu. cap.; gas engine, shell-er, all modern machinery. S., box 8, care Grain Dealers Journal, Chicago.

GASOLINE ELEVATOR, Mitchell, S. D., cheap; a bargain for some one. Excellent town to live in, excellent schools, etc. Surrounding country settling up very fast. Address Jacob Siberz, Ethan, S. D.

ELEVATOR and feed mill in So. Minn. for sale; 15-h.p. Fairbanks Engine; 1 3-roller and 1 No. 8 Bowsher Mill; in good condition and doing good business. A. J. F., box 8, care Grain Dealers Journal, Chicago.

FOR SALE—One of three elevators at Illinois station shipping 700,000 annually, together with tile and brick factory and 5 acres of land, all valued at \$8,000. Easy terms, or would trade for good land. Address Retirer, 72 Traders bldg., Chicago.

ON ACCOUNT of poor health, I offer my 22,000-cap. elevator for sale at a bargain. Never handle less than 100,000 annually. Located in Lac qui Parle Co., Minn., crop failure unknown. Address Ship, box 6, care Grain Dealers Journal, Chicago.

ELEVATOR, 24,000-bu. capacity, located in county seat and excellent farming country; handles 300,000 of average crop year; no competition; is a money maker; good reason for selling; price, \$8,000. Address W. T., box 8, care Grain Dealers Journal, Chicago.

ELEVATOR and coal business for sale in good grain district in Northwestern Iowa. Buildings are two years old, and elevator fitted up with first-class machinery. Gasoline engine for power; handled last year 70,000 bushels grain. Corn cribs in connection. Address H., box 8, care Grain Dealers' Journal, Chicago.

THIRTY ELEVATORS, an established elevator line, including a large shelling and cleaning house, located on the Chicago Great Western Railway Line between Minneapolis and Oelwein, Iowa. For particulars address undersigned, 100 Corn Exchange, Minneapolis, Minn. Fred C. Van Dusen, P. B. Smith, assignees.

ELEVATOR of 14,000 bu. capacity with a store building in connection for handling seeds and feed, located in a thriving western town and doing a splendid business, for sale; \$8,000. A fine opportunity for some one. To any one interested full particulars will be given. Address A. S. E., box 6, care Grain Dealers Journal, Chicago.

ELEVATORS FOR RENT.

WELL ESTABLISHED grain and storage business in large city for sale to party who can rent warehouse and elevator for term of years. Place well equipped with feed, grist mill, cleaner and dryer. Storage capacity about 75,000 bushels. Apply to F. B. Weeks, box 551, Houston, Tex.

ELEVATORS WANTED.

WANTED—To buy one or two elevators in N. Dak. H. S. Higgins, Rothsay, Minn.

ELEVATOR wanted at good grain point. Give particulars. P. H. Daub, Helena, Ohio.

WANTED—To lease an elevator. Give particulars. E. M., box 8, care Grain Dealers Journal, Chicago.

GRAIN elevator wanted to buy. Give full particulars first letter. M., box 7, care Grain Dealers Journal, Chicago.

WANTED—Good elevator doing good business. Will buy or rent. Address Wm. Thomas & Son, Graettinger, Ia.

WANTED—I to 4 elevators, central Ia., Ill. or western Ind. handling not less 500,000 bu. a year. Robert Bell, Fowler, Ind.

WANTED TO BUY, 1 to 4 elevators in good grain country, Ill. or Iowa; give particulars in first letter. Dan Davis, Stuart, Iowa.

TWO or three grain elevators wanted in northern Iowa, or southern Minnesota. Address S. D., box 2, care Grain Dealers Journal, Chicago.

WANTED—An elevator in Indiana or Illinois that will handle at least 100,000 bushels per annum. Would prefer central or western portion. J. W. Chambers, Des Moines, Ia.

WANTED—Line of 3 to 5 elevators, central Illinois preferred, for cash buyer; also house on main line of C. & E. I. Ry. in good town. What have you? Aaron Smick, Decatur, Ill.

ELEVATOR wanted in Ill., Ia. or Minn., in a Scandinavian community; Swedish preferred; to buy or rent; handling 250,000 bu. corn and oats a year. Address O. O. Helgen, Ruthven, Ia.

ELEVATOR wanted to buy for cash in central Indiana town of 4,000 or larger. Must do good business; give particulars first letter. M. C. F., box 5, care Grain Dealers Journal, Chicago.

TO EXCHANGE, for elevator in Ia. or Minn., ¼ sec. unincumbered land in good county of Kan.; price, \$2,200. Would put in \$1,000 cash for right plant if necessary. Address Lock Box A, Minburn, Ia.

ELEVATORS WANTED. If you wish to sell or lease your elevator, list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Elevator Exchange, 72 Traders bldg., Chicago, Ill.

STEEL ROOFING



Strictly new, perfect, Semi-Hardened Steel Sheets, 2 feet wide, 6 feet long. The best Roofing, Siding or Ceiling you can use. No experience necessary to lay it. An ordinary hammer or hatchet the only tools you need. We furnish free with each order sufficient paint and nails. Comes either flat, corrugated or "V" crimped. Delivered free of all charges at the following prices

TO ALL POINTS IN

INDIANA, ILLINOIS,
WISCONSIN, MICHIGAN,
OHIO, IOWA, WEST
VIRGINIA.
Per Square, \$2.85.

PENNSYLVANIA, NEW
YORK, NEW JERSEY,
MARYLAND, KENTUCKY,
MISSOURI, MINNESOTA,
Per Square, \$2.50.

Prices on other States on application.

▲ square means 100 square feet. Write for free catalogue No. 326

CHICAGO HOUSE WRECKING CO., W. 35th and Iron Sts., Chicago

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

HOLLIDAY Gas Engine for sale, good condition. 6856 Wentworth-av., Chicago.

SPRINGFIELD 10-h. p. Gas Engine, \$275. Carl Anderson Co., 23 N. Clinton st., Chicago.

ONE second-hand tubular boiler, 16 ft. by 52 in. Price, \$100 f. o. b. cars Kempton. M. J. Lee & Son, Kempton, Ind.

FOR SALE—20-h.p. Atlas Semi-portable Engine and boiler on skids; A1 condition. J. D. Wallace, Champaign, Ill.

SECONDHAND GAS and gasoline engines bought, sold or exchanged. J. M. Johnston. 217 Lake st., Chicago.

BOILER for sale, 60-h. p. tubular, 50 in. diam., 15 ft. long. McReynolds & Co., 313 Western Union Bldg., Chicago.

SECOND-HAND Lewis gas or gasoline engine, No. 15, 20-h. p., in good shape. Rider Grain Co., Kentland, Ind.

FOR SALE—One 12-h.p. portable engine and boiler complete, in fair order, \$150. Witte Iron Works Co., Kansas City, Mo.

OTTO Gas Engine, 15 h.p., with new cylinder, new cylinder rings and new piston; engine in first-class order; price, \$275. F. M. Hamilton, Mays, Ind.

TWENTY gasoline engines for sale, 6 Ottos, 2 Fairbanks-Morse, 12 Daytons. Write for catalog 326. Chicago House Wrecking Co., West 35th and Iron sts., Chicago.

BARGAIN—20-h.p. engine and boiler, engine Nagle make, Erie, Pa.; also 30-in. French burr in iron stand; all in good condition. This is what you want to run elevator and make meal and chop; \$300 buys the outfit f. o. b. cars, if sold at once. Box 22, Morganville, Kan.

FOR SALE—Secondhand gasoline engines, 1 to 50 h. p. Why buy new engines when we sell slightly used and guaranteed at one-half original cost? We have all makes and all sizes. Write us, stating your needs. Price Machinery Co., 507 Great Northern bldg., Chicago, Ill.

FOR SALE—One 15-h.p. Weber gas or gasoline engine, complete in every respect, with tube ignition, exhaust muffler, pulleys, tanks, pipes and fittings; guaranteed to be in first-class working condition and as good as it ever was; \$250 net cash on delivery. Witte Iron Works Co., Kansas City, Mo.

SECOND-HAND gasoline engines cheap: 15-h.p. Fairbanks-Morse, \$400; 12-h.p. Fairbanks-Morse, \$350; 15-h.p. Chicago, \$375; 7½-h.p. Fairbanks-Morse, \$275; 4-h.p. Fairbanks-Morse, \$190; 6½-h.p. Webster, \$250; new 16-h.p. Dayton, \$550; f. o. b. cars Chicago. A. H. McDonald, 36 W. Randolph-st., Chicago.

GASOLINE engines for sale: 25-h. p. Charter, 12-h.p. Charter, 6-h.p. Charter, 17-h.p. New Era, 10-h.p. Otto, 8-h.p. Pierce, 4-h.p. Pease, 3-h.p. White; No. 1 Willford 3-roller Mill, No. 2 Willford 3-roller Mill; 4-roller Mill; 2-h.p. marine engine and boiler; 7x10 steam engine and 20-h.p. boiler; 35-h.p. steam engine and 60-h.p. boiler. C. D. Holbrook & Co., Minneapolis, Minn.

ENGINES FOR SALE.

CENTER CRANK ENGINE for sale; 14x16; manufactured by the Erie City Iron Works; rated at 70 h.p.; used about 4 years; in first-class condition. Inquire Iron Elevator & Transfer Co., Buffalo, N. Y.

ONE 18-h.p. Olds Engine, in use a short time, good as new, \$375; 1 3-h.p. Webster Engine, in use 30 days, \$100; 1 12-h.p. Webster Gasoline Engine, in use about 30 days, cannot be told from new, \$400. Allen P. Ely & Co., Omaha, Neb.

FOR SALE—75 h. p. slide valve engine, 12x24 cyl.; one 6x9 engine, 15 h. p.; one horizontal boiler, 3 ft. by 12 ft.; one 8 h. p. Charter Gasoline Engine; one Deane Belt Driven Pump with two cylinders 5¼x10 in. W. S. McKinney & Co., 204 Dearborn st., Chicago.

SCALES FOR SALE.

SCALES, 2d-hand, all sizes, also new ones cheap. Chicago Scale Co., Chicago.

SIXTY-bu. hopper scale for sale. A. F. Chase & Co., 215 3d-st., So. Minneapolis, Minn.

ONE thousand bushel hopper scale, with patent self-registering beam and leveling device, \$175. Address Barry-Wehmiller Machinery Co., St. Louis, Mo.

THREE 40,000 capacity Fairbanks Hopper Scales, good as new. We found it necessary to replace them with larger scales and will sell at a great sacrifice. Address J. F. Harris & Co., Burlington, Ia.

REFITTED R. R. track, hopper and wagon scales; Howe, Fairbanks and Buffalo makes; good as new and will be sold cheap. All sizes in stock new of our own make. U. S. Scale Co., Terre Haute, Ind.

1 brand new 6-ton Fairbanks Scale with compound beam, 8x22 platform, never set up, \$100; 1 4-ton Howe Scale, double beam, 8x14 platform, \$60; 1 6-ton Buffalo Scale, compound beam, with platform 7-2x 22, \$75. Allen P. Ely & Co., Omaha, Neb.

MACHINES WANTED.

WANTED—About 40 ft. 2¼-in. shafting; 1 clutch for same; 3 or 4 elevators complete, 8 to 12 in. cups; 1 warehouse cleaner. State lowest price f. o. b. Hannibal Cereal Co., Hannibal, Mo.

MACHINES FOR SALE.

SCHROEDER Patent Grain Dump and Power for sale. J. J. Hadley, Osco, Ill.

FEED MILL for sale cheap: Nordyke & Marmon 2-pair high roller mill. J. W. Simmons, Pemberton, O.

METCALF Bifurcated Car-Loaders for sale; bargain, secondhand. T. V., box 6, care Grain Dealers Journal, Chicago.

THE "EUREKA" Double Shoe Compound Motion, Two Fan Separator. Very cheap. Address W. H. Moorhead, 56 Traders' building, Chicago, Ill.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

OAT CLIPPER for sale, No. 9, latest improved Monitor, never been run. Or exchange for feed mill with capacity of 5 to 7,000 lbs. per hour. Address Clipper, box 7, care Grain Dealers Journal, Chicago.

ATLAS 30-h. p. engine; 20-h. p. boiler; No. 3 Eureka Receiving Separator; two Sinker & Davis Ear Corn Feeders, and No. 1 McGrath's Corn Sheller; all in good condition, cheap. W. H. Aiman, Pendleton, Ind.

ABOUT 150-ft. Jeffrey Chain Conveyor, suitable for an ear corn drag or for conveying small grain either from dump or from storage bins. For further particulars and price write to Churchill & Co., Buffalo, N. Y.

FOOS 12½ Attrition Mill with 24-in. plates for sale. This mill is in good condition, only used a short time; discontinued use to replace with a mill of larger capacity of the same pattern. Communicate with the Diamond Mills, Buffalo, N. Y.

ENTIRE OUTFIT of machinery from cleaning elevator at McGregor, Ia., including 50 horse engine, 75 horse boiler, 2 R. R. track Howe Scales, cleaners, elevators, car pullers, steam shovel, belting, shafting, etc. At very low price; in good repair and a bargain to any one about to build. L. N. Loomis, 326 Flour Exchange, Minneapolis, Minn.

SCALES WANTED.

SCALES not in use can be sold quickly and at small cost by advertising in our department, "Scales for Sale."

THE ENGLISH SUPPLY CO., KANSAS CITY, MO.
Steam Engines and Boilers
Pulleys, Shafting and Hangers.
Rubber, Leather and Canvas Stitched BELTING.

LUMBER and MATERIAL FROM THE BUFFALO EXPOSITION.

We purchased the buildings and property formerly owned by the exposition and now offer for sale 33,000,000 feet of fine seasoned lumber. Thousands of Sash, Windows and Doors, Engines, Boilers, Pumps and Machinery in general. Mile upon mile of Iron Pipe, Electrical apparatus of various kinds. Fire Apparatus, Iron Beams, Trusses, Columns, Benches, Builders' Hardware and thousands of other items too numerous to mention. All of the above will be included in our Exposition Catalogue, mailed on application. OUR PRICES WILL ASTONISH YOU.

CHICAGO HOUSE WRECKING CO., Pan-American Dept. No. 78, BUFFALO, N. Y.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

HELP WANTED.

BUYERS WANTED—Competent men for our new stations. W. P. Devereux Elevator Co., Minneapolis, Minn.

FOREMEN—Two good elevator builders wanted that can handle men and build elevators from plans. P. H. Pelkey, Winfield, Kan.

MAN WANTED as engineer in an elevator; good, active young or middle-aged. State references and salary wanted. E. A. Maust & Son, Falls City, Neb.

STEADY MAN for grain elevator and lumber yard. State experience, salary expected and where last employed. Address Elevator, box 6, care Grain Dealers Journal, Chicago.

TRAVELERS who call on country grain dealers can easily make something on the side and at the same time promote their regular business. Address Side Line, Box 12, Grain Dealers' Journal, Chicago, Ill.

YOUNG MAN of experience wanted for superintendent in 300,000-bushel grain elevator in Ohio or Indiana; one that understands handling steam plant preferred. State positions previously held; also salary wanted. Address A, box 8, care Grain Dealers Journal, Chicago.

MISCELLANEOUS FOR SALE.

CORN CRIB VENTILATORS, adjustable, fit any crib, reduce liability of deterioration to a minimum, the invention of N. S. Beale, Tama, Iowa. Write for particulars.

FOR SALE—A first-class stock farm of 320 acres in northwestern Ohio, located one mile east of Defiance on Maumee river; \$13,000. Address J. D. Spangler, Defiance, Ohio.

A **CLEAN**, prosperous grain commission business for sale in St. Louis with two memberships in the Merchants Exchange; established five years. Address Lindell, box 8, care Grain Dealers Journal, Chicago.

FOR SALE—Machinery and secret for the manufacture of corn cobs into feathers, a process that will turn into good account the large by-product from corn shellers which is now burned or given away to get rid of it. The feathers are purely hygienic and unexcelled for the manufacture of mattresses, pillows, bustles and dress forms; large profit. Address O. W. Lyman, Cedar Rapids, Iowa.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL
OF CHICAGO.
COSTS 15 CENTS PER LINE.

SITUATIONS WANTED.

POSITION as grain buyer wanted; 3 years' experience; can furnish references. Lock box 8, Boyden, Ia.

POSITION wanted in country elevator as buyer and elevator man. Three years' experience and best of reference. Address O. W. L., Box 2, care Grain Dealers Journal, Chicago.

POSITION wanted by man with 12 years' experience in grain business. Would make first-class superintendent line of elevators. Will furnish best references. Address T., box 8, care Grain Dealers Journal, Chicago.

HELP-WANTED advertisements invariably bring twenty times as many replies as any other. If you want help, advertise in The Grain Dealers Journal and you will have a large number of applicants to select from.

POSITION wanted as manager or bookkeeper, southwest preferred. Lost position thru fire; 12 years' experience as manager in milling and grain; can furnish ample references, mostly to St. Louis merchants. Address Southwest, box 8, care Grain Dealers Journal, Chicago.

POSITION wanted as traveling representative for well-established grain house. Have had six years' experience as solicitor; have big list of acquaintances in Iowa, Neb., Mo., Kan. and Ill. Can furnish the best of references. Address Remac, box 7, care Grain Dealers Journal, Chicago.

GRAIN WANTED.

WANTED, straight, dark mixed oats. Send samples and quotations. W. H. Small & Co., Evansville, Ind.

GERMAN and common millet and Hungarian, and No. 2 and 3 rye, wanted. W. H. Small & Co., Evansville, Ind.

WANTED—Grain and hay connections for large jobbing trade. Quotations desired at once. A. M. Walthour, Broker, Jacksonville, Fla.

GRAIN FOR SALE.

CLOVER and timothy seed for sale. Schlatter & Seaward, Bellevue, Iowa.

MILLET seed for sale; 1,000 bu. good German millet. J. J. Hadley, Osco, Ill.

MILLET FOR SALE—800 bushels red German or Siberian. H. C. Bockoven, Clark, South Dakota.

SEED For Sale—Common millet, white Kaffir corn, dwarf milo maize, African or Shumac cane. A. Moseley & Bro., Quanah, Texas.

SNOW WHITE DENT CORN is by far the best milling corn in the world, also many other varieties for sale, by the originator. Catalogue and samples free. Suffern, The Corn Breeder, Voorhies, Ills.

COW PEAS for sale. There is no crop sown that will produce more tons of feed suitable for all kinds of farm live stock than cow or stock peas and in addition they are worth cost as a fertilizer to the soil. Send for our circular "Forage." W. H. Small & Co., Evansville, Ind.

TIMOTHY, CLOVER and all kinds of farm seeds, seed corn, etc. I have choice seed corn and will sell in car lots or less to suit purchaser. Choice Seed Barley, Wheat and Oats in any quantity and prices the lowest. Get my prices and samples before buying. Dealers supplied promptly. E. B. Michael, Storm Lake, Iowa.

PARTNERS WANTED.

PARTNER wanted, with a few hundred dollars, to help me ship and buy grain and general merchandise. E. J. Foster, Linton, Kan.

WANTED—A practical grain man, having a reasonable amount of capital, wishing to connect himself with a large and well-established grain and commission firm in one of the largest and best grain markets in Illinois outside of Chicago; \$5,000 cash, balance bankable note or elevator property. The interest will carry with it an office and salaried position. Address Practical Grain Man, box 8, care Grain Dealers Journal, Chicago.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

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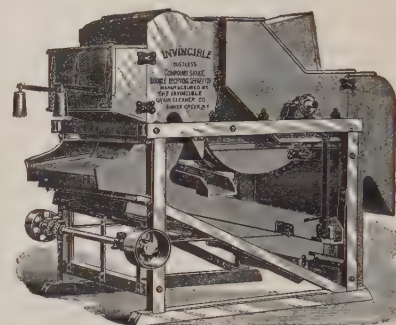
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RECEIVING SEPARATOR
(Eleven Sizes.)



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Made in wood or steel. Runs absolutely smooth and quiet. No shake or tremble.

The Best Money Can Buy.

A cleaner that cleans at a minimum expense for power used. A machine that can be depended upon to do the work required of a separator as it should be done. It has many desirable features which are explained in our catalog.

We manufacture corn and cob separators and cleaners, oat clippers, receiving separators, scourers and cleaners, needle screen gravity separators and spiral belt separators. Send for catalog.

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SILVER CREEK, N. Y.

Represented by

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Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
Chas. H. Scott, Nicollet Hotel, Minneapolis, Minn.
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For Separating Oats from Wheat

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SILVER CREEK, N. Y.

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

BY THE

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CHARLES S. CLARK,

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furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., APRIL 25, 1902.

How's your weather? Send us a crop report.

Send us a report on the acreage and condition of grain in your district.

Don't think a sprinkle in your back yard will save the entire wheat crop.

The Nebraska Grain Dealers association will hold its annual meeting at Omaha April 30.

The dealer who does not test his scales at least once in six months may pay for much grain not received.

Buffalo will soon have a grain option market, and the Merchants' Exchange will lend its influence to the war against the bucket-shop.

The helper who takes an earnest interest in cooperating cars carefully is worth more than his salary even though he does naught else.

Dealers who are not members of any of the associations and have not printed letterheads are not in line for market information or copies of the Grain Dealers Journal.

It is the rule rather than the exception that every bucket-shop closes up at least once a year, yet the crop of suckers seems always to be large enough to keep the proprietors busy.

St. Louis weights appear to have been suffering with shortages lately, but relief is almost certain as soon as the Merchants' Exchange gets its weighing department in working order.

If you instruct your commission man to sell all your grain consigned to him for cash, you will increase his moral obligation to pay you for it, in case the buyer to whom he sells it fails before settling.

The success of the Kansas City weight bureaus in reducing shortages should encourage other markets to emulate its example. "Board of Trade weights" are now preferred.

Many country elevator men who had superior, clean oats in store made a big profit by sacking and selling them for seed. The careful handling of choice lots of each crop for seed would bring gratifying premiums.

Written contracts are not near as objectionable to grain growers as some dealers were wont to suspect. In fact, shrewd farmers are now asking for written contracts that they may have a clear and correct understanding of it.

The difference in the cost of insurance on an elevator containing its power plant and one having its power plant twenty feet away is almost enough to pay the expense of making the change from the insurance savings of a few years.

The Baltimore Chamber of Commerce committee which was appointed last month to investigate the shortages in shipments to that market is composed of careful and conservative men, who can be depended upon to do their work thoroughly.

The discriminations in grain rates told of before the house committee on Interstate Commerce recently are rank enough to make millionaires of several and jail birds of a number. If reliable evidence were produced in support of such opinions it would be more effective.

The ship subsidy bill will not be needed to encourage ocean steamship lines, as King Morgan has consolidated most of them and will collect all the encouragement desired from the shipping public. In due time grain exporters will be called upon to contribute their share or discontinue shipments.

Does the railroad agent at your station always record the seal numbers placed on your grain doors and windows on the bill of lading? If not how can railroad company tell whether the car is robbed in transit? A complete record of car seals is necessary to detect pilfering in transit or at terminal yards.

One result of big grain cars, which are persistently increased in size is mixed shipments. One car which arrived at a Buffalo transfer elevator recently contained four different lots of grain. So much trouble was experienced in transferring the load that a rule was immediately promulgated, fixing the price for transferring mixed carloads at \$3 per car.

Some terminal elevator men have taken to keeping a record of the condition of cars upon arrival. If all would

do this, the evidence would suffice to disclose the causes of many shortages and result in a reduction in the number as well as amounts of shortages. If more care were exercised in guarding and unloading the bushel the carload would take care of itself.

St. Louis weights will soon be better, or at least the shippers to and buyers in that market have every reason to believe they will be more satisfactory, as the Merchants' Exchange has decided to start its weighing department on June 1. Heretofore the city has had a different system of weighing for nearly every part of the grain trade and naturally no one has been satisfied.

Indianapolis patrons of a bucket shop whose proprietors have departed for parts unknown are highly indignant that irresponsible parties should be permitted to separate them from their money so easily. If the brother or father of these bucket-shop patrons were to offer to bet them the market would go either way one, two or more cents, providing they would deposit money with him and allow him a commission for holding the stakes, they would laugh at him. Yet this is the very thing they do in a bucket-shop, and call it speculating.

The pessimists who have been scared successively by the enormous wheat fields of India, Russia, Australia, Argentine and Siberia and at times did not hesitate to believe that American wheat would some day be crowded out of foreign markets by the surplus of Alaska, will no doubt be grieved to learn that a practical grain man who has just returned from an extensive sojourn in Siberia is convinced that even though that country did produce a large crop it will take years to provide the machinery and intelligent men necessary to harvest and market it.

An Illinois correspondent tells a very interesting account of a farmer who contracted his oats to one dealer and then sold them a second time, at a higher price, and delivered them to another dealer at a nearby station. If all dealers would insist upon having written contracts fewer farmers would default. If any whom are suspected of being unreliable refuse to sign a written contract, then insist upon giving him a check on account and be careful to specify on face of check that it is given as "first payment for bushels of to be delivered....." When the farmer indorses the check to get the cash, he also acknowledges the contract in a way he cannot afterwards deny.

The transfer elevator which attempts to transfer grain without preserving its identity will soon get into hot water and make so much trouble for shippers as to insure their sending their

grain elsewhere, as soon as they learn of the practice. Recently the Lake Shore road has attempted to ignore the identity of graded grain at Buffalo, but the shippers would not tolerate the substitution of some of the just as good. The road attempted to charge \$2 per car for preserving the identity of grain transferred, but the shippers considered the extra tax a hold-up game and went elsewhere. Hence the extra charge for getting your own grain was reduced to \$1, but still the shippers are not satisfied. The variations in quantity and quality of the different loads arriving in any market, and the possibility of getting a plugged load when nothing but top grade grain was placed in car by shipper, will always prevent shippers considering such substitution with equanimity.

The government is not distributing seed with the usual promptness this season, and, consequently, farmers are kicking quite vigorously, maintaining that the seed will be no good, if received after the germinating period. The government should abandon this fantastical paternalism and devote its time and attention to the more dignified work of governing.

Although the registration duty recently placed on grain and grain products by the British Government is a war measure, it is not likely to be repealed for years to come, if at all. The fact that the duty is merely nominal, 6 cents per 112 pounds of grain, and 10 cents per 112 pounds of grain products, and that the chancellor of the exchequer insisted upon the revival of these registration duties, "which ought never to have been repealed," would seem to indicate that the duties have been established with the intention of maintaining them. Although the chancellor says these duties have nothing to do with the protective system, they will surely inure to the advantage of the British grain grower and miller. American grain and flour exporters will suffer the most, and if the registration duties are waived on these products from the British colonies, American grain and flour imports will be greatly reduced by favored imports from Canada and Australia. Who will pay the fees? Well, that will depend upon the eagerness of the buyers and sellers to consummate a deal.

Shippers who sell oats on track and occasionally receive an eighth or a quarter over other bids do not always obtain the best possible price for their grain. The trouble with many shippers is that they give their entire attention to the price and ignore the requirements. Choice white oats generally command a premium in any market, and the shippers who exercise care and judgment in preparing such oats for market can capture the merited premium, but not by shipping them to fill sales of No. 3. Frequently track buyers receive oats which are much better than the requirements of the sale on which they are delivered, but, of course, they do not insist upon paying a premium for them, altho they may make a specialty of heavy discounts. The shipper who loads "choice No. 3 white oats, or better, testing 30 pounds or better, free from damaged or stack burned grains," is generally entitled to more than a quarter or half cent over No. 3

white, which are supposed to weigh about 28 pounds in Chicago. Other qualifications being equal, this increase of seven per cent in weight of oats would justify an increase of a like per cent in the price or nearly three cents a bushel, but the shipper seldom, if ever, receives such a pleasing premium even tho he consigns all his choice oats and lets the millers and jobbers of fancy oats fight for them. Shippers who study the grades of the different markets and handle enough oats to become expert judges of quality invariably realize much better prices than the shippers who ignore quality.

The fire hazard of some elevators makes the rate under the new stock company schedule so very high as to be prohibitive. The trouble is not all with the stock companies either, for many of the elevators are so dangerous from a fire insurance standpoint that none of the flour mill mutuals will issue a policy on them. One company which has made a specialty of country grain elevators for the last fifteen years finds that it has lost money on country elevators, but made good its loss by gains on grain insurance. The fact of the matter is that country elevator men, as a rule, have ignored the fire hazards of their plant, whether building or improving. Not having given any thought to the subject, they do not hesitate to place their boiler and engine inside the elevator. Hereafter they must pay dearly for such rashness.

The Senate abandoned its position in favor of retaining the tax on bucket shop transactions and gave way to the demands of the House that the War Revenue Law be repealed as a whole. The President has signed the bill and the tax is repealed. It is to be regretted that our representatives in Congress are so dense as not to distinguish easily between the legitimate and the illegitimate. The average small speculator who desires to buy or sell grain is seldom able to distinguish between the bucket-shop and a regular commission man. Many bucket-shop keepers have in the past had the audacity to claim membership in leading exchanges, hence the only way for a patron to learn the true standing of the individual is to write to the secretary of the exchange. Few think of this move, hence are swindled out of their money in fifty different ways. The members of every grain exchange are responsible to the exchange for their methods, and are strictly forbidden to bucket-shop trades. If the tax had been retained on bucket-shop transactions, it would have been very easy for traders to see the revenue stamp on the memorandum slips. Bucket-shopping trades is purely betting on the rise or fall of the market, and unless bucket-shops are taxed by the government, very indifferent, if any, records are kept of transactions. The bucket-shop keeper's aim is to get the money; after that he does not care. If the market goes against him, it is very easy to close up and move over on to the next street. Under a new name, he can catch just as large a crop of suckers as he could in the old place. The fight against this iniquitous institution will not be checked by the assistance given it by the lower house of Congress. The legitimate dealers during recent months have been impressed with the fact that the bucket-shops have for years been sapping the vitality of the grain business, and the majority are now united against this common enemy.

ASKED AND ANSWERED

ARE AUTOMATIC SCALES ACCURATE?

Grain Dealers Journal: Will some reader of the Grain Dealers Journal please inform me if automatic scales will weigh accurately enough to take the place of hopper scales?—Ray Stafford, Newcastle, Ind.

ADDRESS OF FLOUR RECEIVER WANTED—SAMPLE ENVELOPES.

Grain Dealers Journal: Can some reader of the Grain Dealers Journal give us the name of an honest, reliable commission house that handles winter wheat flour and rye flour? Also we would like to know the name of a firm that makes envelopes for samples of seed peas, grain and flour.—Chas. M. Upham, Shawano, Wis.

WHO SHOULD PAY EXCHANGE?

Grain Dealers Journal: Who should pay the exchange on drafts drawn by a shipper on grain sold f. o. b. shipper's track?

I hold that if grain is sold on my track funds in payment should be par at my town and party buying the grain should pay the exchange.—Chas. F. Davis, Pacific Junction, Iowa.

M. L. Crittenden, Buffalo, N. Y.: If nothing said, the buyer.

D. C. Roscoe, Ainger, Mich.: Payment should be par at shipper's town.

F. L. Smith, Adairville, Ky.: We do not pay any exchange on drafts at our place.

Frame, Knight & Co., Baltimore, Md.: We would expect to pay the shipper in funds at par in his town.

Dawson Bros., Abbott, Tex.: If we sell anything f. o. b. our town we expect the money or its equivalent at par at our bank.

Cannon & Yates Co., Memphis, Tenn.: Payments should be made in exchange worth par in town where grain was sold f. o. b.

G. E. Gee Grain Co., Minneapolis, Minn.: We pay all exchange on drafts we draw, and refuse to pay exchange on any drafts drawn on us.

Blackwell Milling & Elevator Co., Blackwell, Okla.: Mr. Davis is correct in claiming that funds should be par where the grain is sold.

Simpson, Truitt & Co., Agricola, Kan.: For grain sold on your track funds in payment should be par at our town, and party buying the grain should pay the exchange.

Albert Boling, Adams, Ind.: It is or should be made the duty of the purchaser to make payment at your place of business for grain bought f. o. b. unless other provision is made in the bids.

Great Western Elevator Co., Minneapolis, Minn.: The seller of grain f. o. b. is entitled to his pay in funds that have a par value at the station named in the f. o. b. sale.

Henderson-Johnston Co., Pittsburg, Pa.: Shipper should pay this exchange as he sells the goods f. o. b. cars at point of shipment with no charges to follow. This has been our custom in the past 20 years.

W. P. Devereux Co., Minneapolis, Minn.: Exchange, if any, should be paid by the buyer. Where goods are delivered at any other point the exchange should be paid by the seller. We have always adhered to this rule.

IS COMMISSION MAN LIABLE?

Grain Dealers Journal: Some time ago I consigned five cars of barley to a commission firm and they sold the grain to a concern which failed before settling for it. I would be pleased to know whether or not the receiving house is liable, or must I stand the loss of grain and freight? I was under the impression that the receiver sold the grain for cash and was liable to the shipper for its net value. Any information on the subject will be thankfully received by J. B. H.

John C. Legg & Co., Baltimore, Md.: We guarantee the sales of consignments made to us, and at all times render the shipper net proceeds.

Geo. I. Kimball Grain Co., Kansas City, Mo.: A commission man is agent for a shipper, and when a consignment is made to him, he handles it for the account and risk of the shipper.

J. H. Harbine, Alpha, O.: Individual views will not settle the question. Mr. H. should consult a good attorney. I think, however, the commission firm should have had the cash before delivering the goods.

Dayton-Wooster Grain Co., St. Louis, Mo.: The commission man is not liable, but the owner of the grain. As a matter of policy we think the commission man should guarantee his shipper against losses of this kind.

Browning & Co., Alexandria, Ind.: We would not consign to anyone if we did not believe he was liable for any goods shipped him. Therefore we believe he should be held responsible for all sales made for his customers.

Annan, Burg & Co., St. Louis, Mo.: We have always held that we were liable for goods consigned to us. Believing this and living up to our belief, we have occasionally made a loss; still it has in no wise changed our views on the subject.

B. P. St. John, Heron Lake, Minn.: The commission house is liable for the value of the grain under the conditions stated, and the value can be collected from the firm if they are good for it. At least, we think Minnesota laws would hold the commission man for the grain.

A. E. Howe & Co., Newark, N. J.: Under the circumstances named the commission man is liable, as, in our opinion, any business man or concern who stands to make a profit also stands to make a loss. The commission merchant is supposed to use due discretion in selling goods.

Hits Bros., Alhambra, Ill.: The commission man is liable in cases where he sells to parties that are financially no good. It is his business to see that, and not the shipper's. If the shipper had to instruct the commission man whom to sell to he would probably need no commission man.

Hancock & Co., Philadelphia, Pa.: Opinions differ materially on this subject, but it is our belief that a commission firm should be responsible. It is their business to know whom they are selling the grain, and as they are getting remuneration in the way of commission, it is not just in our minds, that the western firm should be responsible.

A. J. Poor, Kansas City, Mo.: The commission man is not liable if he is handling grain on commission, as he is simply acting as agent for the shipper, and is supposed to use his best judgment to sell where it will be safe, and use due diligence in collecting. The receiver cannot sell grain for cash. He is

obliged to wait till the grain is weighed before he can demand pay.

W. S. Russell, Allentown, Ill.: If a grain dealer consigns his grain to a commission firm to sell they are certainly liable for the grain and after consignee has accepted shipment the shipper is not further responsible.

A country grain dealer is not supposed to know to whom his commission man sells, nor does he look any further for his returns than the firm to whom he ships his grain. My impression is that in each and every case the receiving house is liable to the shipper for the net value of the shipment.

LETTERS FROM THE TRADE

KANSAS DEPARTMENT DOES THE WEIGHING.

Grain Dealers Journal: I wish to correct Mr. Goodwin's remarks to the Kansas grain dealers at their meeting in Topeka. Mr. Goodwin did not "take charge of the weighing at Kansas City last October." The weighing in the ten elevators in Kansas is done by the Kansas Inspection Department, and the Board of Trade Bureau act as checkmen only.

The railroads do accept Kansas weights. The laws of Kansas state very plainly that regularly appointed and bonded weighers shall do the weighing and no other, under severe penalty of the law. Shippers to this market can depend on correct weights, and any complaints of shortage or irregularities should be filed in the chief inspector's office.

The question of overhauling and sealing scales is also under the same laws and under prescribed rules and regulations, and the work has been done in the past and will be in the future to the best interest of all parties and in a lawful manner.—Respectfully, B. J. Northrup, Chief Inspector, Kansas City, Kan.

FARMER MUST FULFILL CONTRACT.

Grain Dealers Journal: On July 19 a farmer contracted to sell all of the oats on 35 acres, except 250 bushels to be retained for feed, dry and clean, and to be delivered at my elevator at Rowe as soon as threshed, price 29 cents per bushel. The farmer agreed to notify the buyer one or two days before he was ready to deliver the oats, so as to give the buyer time to receive them should there be a heavy run at time of delivery.

While threshing Aug. 8 the farmer sent a man to notify the buyer, who at that time was a mile from his place of business and consequently not found. The seller then hauled his oats to another market and sold them. Oats then were several cents higher.

Suit was brot in a justice court. The court found for plaintiff and assessed damages at \$60 and costs. The defendant appealed to the circuit court, where the case was tried before a jury of 12, 11 being farmers. Within one-half hour after the case was given to the jury they returned with a verdict assessing damages of \$90 and costs in favor of plaintiff. The testimony of both buyer and seller was that they figured the crop at the time the sale was made at 50 bushels per acre.

A few more such cases in vicinities where farmers sell their grain to be delivered if the grain depreciates in price, but not if it advances, will teach many others to deliver and live up to the contract. They will cease to lie awake at night

planning what road to take when they get ready to haul the grain belonging to another.—C. L. Aygarn, Pontiac, Ill.

REFORMS WANTED.

Grain Dealers Journal: Your valuable journal treats from time to time on a large variety of subjects, and many of them are timely and valuable, which the grain trade would profit by in many instances, if heeded, but there is one subject which in reading over many of the proceedings of the different grain associations, that has attracted from me more than a passing notice, and which on several occasions I have been tempted to call your attention to, and that is the farmer shipper and scoop-shovel man.

"Who is regular," and "who isn't regular?" That is the all-absorbing question. From time to time John Smith and John Jones are reported in the Journal as doing a scoop-shovel business, at such and such a station, although John Smith and John Jones have been in the shipping business many years, and are the owners at other points of half a dozen elevators, and I have been tempted to ask who assumes the authority of both judge and jury to brand these shippers as irregular. Surely not their competitors, who are probably miffed at some fancied wrong, and have been waiting for an opportunity to get even. It strikes me that no complaint of this character should be noticed, unless through proper and authorized channels. Otherwise, an irreparable injury can be done to an innocent party.

While in connection with this subject I also want to call your attention to another evil. Since the advent of the telephone and electric car there is a growing disposition on the part of many country grain shippers to ignore the receiver and commission merchant in the large markets as much as possible, by selling direct to the small dealer, and large and small consumers, who purchase a carload at a time, or round lots. Many in my section are doing this more and more each year, and it don't strike me as right. They of course have to name prices under market quotations, as a rule, in order to effect sales, and their aim has been to cut out the city merchant's profit and sell direct, which seems to be their only object, as far as I have been able to learn. Nothing else is gained, and I have been surprised that the different commercial exchanges of the country have not taken steps to afford its members some protection along this line long before this, for do they not expend thousands of dollars every year to maintain and establish market prices, and are they not also entitled to proper protection?

The country shipper can hardly expect his brother city merchant to co-operate with him, and afford him the protection now demanded by the different grain associations, without he is also reciprocal, and steps should be taken among all commercial exchanges to publish the names of all country shippers who sell to consumers, and others who are not regular receivers and members of these exchanges in the large consuming markets. The business should certainly be handled through legitimate channels at both ends of the line. This is a subject that much enlightened information could be obtained if a systematic effort was made to obtain the views of prominent members of the different grain associations, as well as those connected with Chicago, St. Louis, Indianapolis and other commercial exchanges. Yours for reform to the full limit.—Lafayette, Lafayette, Ind.

Meeting of Memphis Merchants.

On the morning of April 8 a number of representative business men, including the city's grain merchants, met in the Merchants' Exchange to hear the formal report of the committee sent to invite the executive committee of the Grain Dealers' National Association, to hold the next annual meeting of members in the Tennessee metropolis.

Secretary Graves read the following report:

Mr. Alex. Allison, President, City.—Dear Sir: The undersigned beg to report that, as instructed, we met the executive committee of the Grain Dealers National Association

\$5.00 for Your Opinion.

In order to determine what kind of advertisements impress our subscribers, we propose to pay for their opinions on what are the three best advertisements in the May 10th Number of the Grain Dealers Journal.

We will pay \$5 to the yearly subscriber who is first to name to us the best, the next best and the third best advertisements in that number.

We also offer \$20 worth of books of special value to grain dealers, to other subscribers whose opinions as to the best advertisements coincide with the greatest number.

11th—Grain Contract Book.

12th—Grain Shippers Gazetteer.

The advertisements receiving the most votes for 1st, 2d and 3d place on or before May 24, 1902, will be conceded to be the best ads.

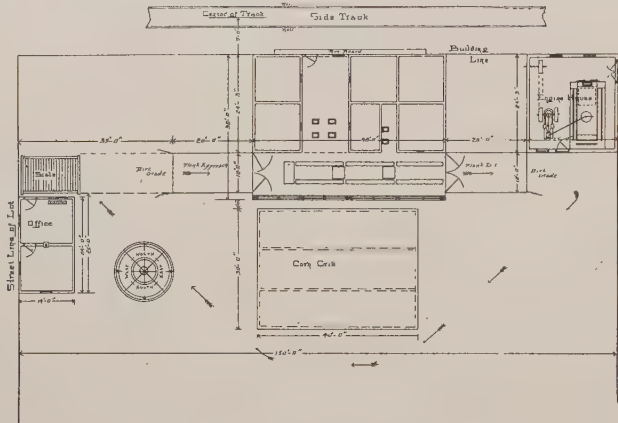
The result will be published in May 25th Number.

Send all opinions under separate cover to "THREE BEST ADVERTISEMENTS," care Grain Dealers Journal, 255 LaSalle St., Chicago, Ill.

A Modern Corn Elevator.

Much time, labor and money can be saved in a country elevator, if it is designed and built to accommodate grain that will be handled thru it. Of course in building such a house economy of space, economical handling of grain and other advantageous features that go to make the modern country elevator of today shud not be overlooked.

The accompanying cuts represent a 50,000 bushel elevator and sheller plant, with ear corn storage of 25,000 bushels. The ground plan cut shows the relative position of elevator, corn crib, office and scale and engine house. The driveway runs thru the house on the crib side and contains three dumps. There are three elevator legs, one for each of the dumps. The middle leg is used for elevating ear corn direct to the crib. From the middle dump ear corn can be fed directly to the sheller, by means of a short ear corn feeder, then elevated to the cleaner and distributed anywhere in the house. Corn is taken from the crib by means of chain drag direct to sheller. Small grain or shelled corn can be received at any one of the three dumps, elevated by any



Ground Plan of Modern Corn Elevator.

in session in Chicago, who adopted unanimously the following resolution:

"That it be the sense of this meeting that the next annual meeting of the National Association be held at Memphis, provided proper arrangements can be made."

The committee later named October 1, 2 and 3 as the days upon which the meetings are to be held.

Your committee promised that a hall would be provided for the meetings, and that an excursion on the Mississippi river would be tendered delegates to the convention. Respectfully,

T. B. Jones,
A. E. Malone,
N. S. Graves,

Committee.

Memphis, Tenn., April 7, 1902.

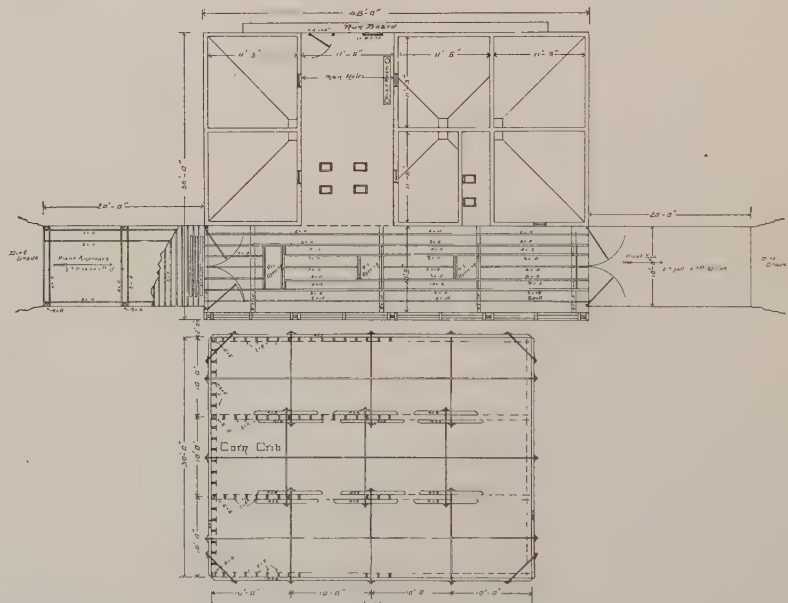
L. R. Donelson moved the report be received and spread upon the minutes and the committee discharged, with thanks. The motion prevailed.

R. L. McKellar said everything possible was being done to get favorable concessions from the officials of all lines in the way of satisfactory passenger rates for the convention. He felt sufficient progress had been made to warrant him in saying there would be no trouble so far as transportation was concerned. Mr. McKellar suggested that the president call together the various committees appointed by the city's commercial organizations, and that these committees be asked to organize and plan the best methods for caring for the delegates to the convention.

President Allison agreed to the suggestion and said he would convene the joint committees in May, after the Schley celebration.

By mere chance President Lockwood of the Grain Dealers' National Association, was in the city. On invitation he made a short talk, telling of the number of delegates to be expected. He said accommodation should be arranged for more than 2,000 people. Mr. Lockwood made a number of valuable suggestions, for which he was voted thanks.

To the second subscriber to name the three best ads in proper order we will give a copy of Clark's Decimal Grain Values, complete.



Floor Plan of a Modern Corn Elevator.

3d—Clark's Decimal Values for Wheat and Clover.

4th—Clark's Decimal Values for Oats.

5th—Clark's Decimal Values for Corn, Rye and Flax Seeds.

6th—Clark's Decimal Values for Barley and Buckwheat.

7th—Robinson Cipher Code, Latest Edition.

8th—Record of Cars Shipped.

9th—Record of Wagon Loads Received.

10th—The Gas and Gasoline Engine; Its Age.

one of the three legs and distributed thru the house.

The hopper scale, which has a capacity of 600 bushels, is placed high enough in the house so that a car can be loaded full by gravity. If desired grain can be spouted direct from the elevator head.

The equipment consists of a 35 h. p. engine, a 40 h. p. boiler and a 700-bushel capacity corn sheller in basement, with cleaner in the cupola.

The drive is rope transmission and all connections are made with friction clutches, so that any or all of the ma-

chinery can be operated at the same time.

This house is well arranged, all available space being utilized. It was designed by the Younglove & Boggess Co., Mason City, Iowa.

GRAIN CARRIERS.

No wet or heated grain has been received at Buffalo by boat so far this season.

Every tug at Duluth, Minn., was tied up recently on account of the tugmen's strike.

The Canadian Northern Railway has let contracts for the construction of a branch to Neepawa, Man.

arbitrary, the traffic managers having promised to remove the discrimination.

Union grain shovellers will be employed the coming season at Buffalo, N. Y., by the Lake Carriers Association. The International Longshoremen's Association has agreed to a wage of \$2 per thousand bushel, \$3 for overtime, and 30 cents per hour for handling wet grain.

Quick dispatch was given 40,000 bushels of grain recently by the New York Central Railway. On Saturday, Apr. 12, the grain was unloaded from steamer at Buffalo to the company's cars, transported to New York, put on board the ocean steamer for Europe and ready for sailing Monday, April 14.

Lake rates at Chicago are down to

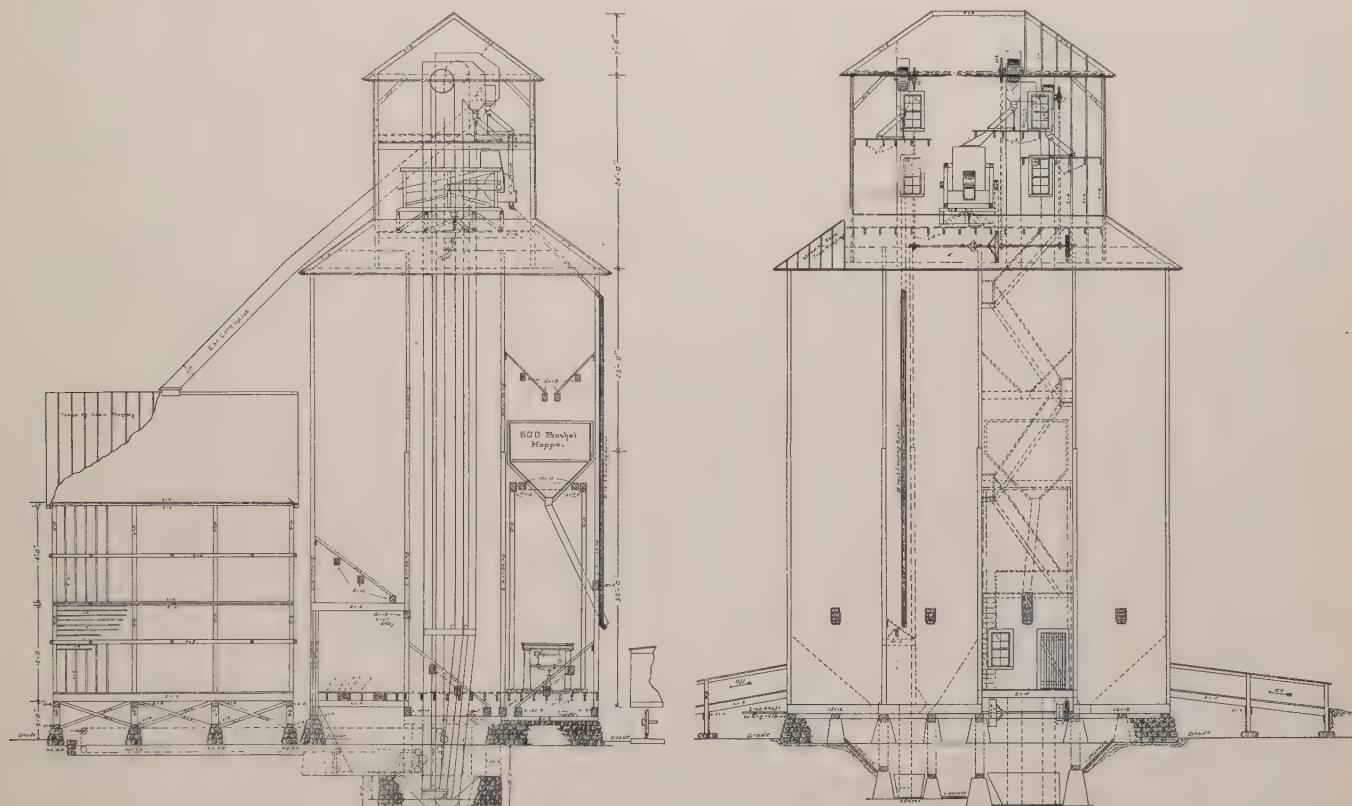
SEEDS.

A seed-sorting warehouse is to be erected at East Jordan, Mich.

J. F. Horine & Co. will build a large warehouse for storage of farm seeds at Nicholasville, Ky.

I. B. Nall, commissioner of agriculture for Kentucky, reports that the condition of meadows Apr. 1 was 88, of pastures 84 and clover 78 per cent.

Chicago shipped during the week ending Apr. 19 568,000 pounds of timothy seed, 88,680 pounds of clover seed, 188,510 pounds of other grass seed and 66,826 bushels of flaxseed, compared with 1,277,863 pounds of timothy seed, 166,798



End and Side Sectional Elevations of Modern Corn Elevator.

Hillsboro, Wis., citizens are about to build four miles of railroad to give shipping facilities.

The Louisville & Nashville Railroad is preparing to handle large consignments of grain for export thru Pensacola, Fla.

The St. Louis & Gulf Railroad Co. has been incorporated to build from Cape Girardeau to Arkansas. Gould is said to be interested.

The Choctaw, Oklahoma & Gulf Railroad is said to have let contracts for 40 miles of road from Amarillo, Tex., to Tucumari, N. M.

The Ohio legislature has passed a bill providing for the maintenance of the principal canals instead of their abandonment, as was expected.

Rates on grain, grain products and hay were reduced Apr. 15 by the Iron Mountain Railroad from Memphis to local points on its line in Arkansas and Louisiana.

The Kansas City transportation bureau has abandoned its suit against the railroads for the removal of the grain

1¼ cents on corn to Buffalo. The trade lacks snap. The line boats are taking small lots to fill holds on regular trips at almost any rate. Their takings are considerable in the aggregate and keep the rate from rising to the figure asked by the cargo boats.

Before the House committee on interstate and foreign commerce W. H. Chadwick of the Chicago Board of Trade, Apr. 15, is reported to have declared: "Richardson of Chicago and Robinson of St. Louis, operating elevators on the Santa Fe Road, received a secret rebate of 5 cents a hundredweight from that company. In addition they bought and handled grain for the Santa Fe on the latter's account and at its risk, receiving a stipulated brokerage for the transactions. The Santa Fe hereby came into active competition with men in the grain business. The company engrossed the business of legitimate dealers, notwithstanding the fact that it is a common carrier and legally debarred from competing in other branches of industry."

pounds of clover seed, 130,716 pounds of other grass seed and 32,564 bushels of flaxseed shipped during the corresponding week of last year.

Chicago received during the week ending Apr. 19 232,060 pounds of timothy seed, 25,475 pounds of clover seed, 184,495 pounds of other grass seed and 37,560 bushels of flaxseed, compared with 467,000 pounds of timothy seed, 103,570 pounds of clover seed, 251,340 pounds of other grass seed and 75,160 bushels of flaxseed received during the corresponding week of last year.

Clover receipts at Toledo for the week ending Apr. 19 were 1,247 bags and shipments 1,925 bags, compared with 1,220 bags received and 3,438 bags shipped during the corresponding week of last year. For the season prior to Apr. 19 receipts amounted to 128,907 bags and shipments to 125,066 bags, compared with receipts of 69,417 bags and shipments of 123,941 bags during the corresponding season of 1900-1 and 142,422 bags received and 163,674 bags shipped during the corresponding time in 1899-1900.

SUITS AND DECISIONS

The purchaser's want of knowledge of the landlord's right is not the latter's fault; the lien prevails over a claim of a good-faith purchaser for value without notice.—*Sheiby vs. Moore*, 22 Ind. App. 371.

An award of arbitrators need not show that the parties to the arbitration had notice of the hearing or were present.—*Macdonald vs. Bond*, Supreme Court of Illinois, 62 N. W. 881.

The purchaser from the tenant acquires no better title than the tenant has; the latter's title is subject to the lien; his sale amounts to a conversion; hence the purchaser is liable as for conversion—i. e., for the value of the landlord's interest in the crop sold by the tenant.—*Kennard vs. Harvey*, 80 Ind. 37.

Bedell & Vanstrum, one of the Minneapolis firms against whom the Chicago Board of Trade recently began suit to restrain the use of its quotations, and whom in consequence the daily press described as a bucketshop, are preparing to begin suit against the first person who thus characterized them, if such person can be found.

The purchaser is bound to take notice of the statutory lien which the landlord has upon the crop for the payment of the rent due or to become due; actual notice is not necessary. If the landlord authorizes the tenant to sell and to account to him, he waives the lien and cannot recover from the purchaser, even though the rent is not paid.—*Campbell vs. Bowen*, 22 Ind. App. 362.

The Ritter-Conley Mfg. Co. of Pittsburgh, Pa., has brought suit against the Eastern Railway of Minnesota, at Duluth, Minn., to recover \$70,571 alleged to be due as the unpaid balance of the contract price of the steel structural material for a grain elevator which was erected by the defendant at West Superior, Wis. The total amount of the contract was \$534,225. It is alleged the material was not all delivered within the time specified in the contract. Plaintiffs claim the specifications were submitted to them in fragmentary form.

Where a tenant agrees to pay, as rent, a part of the crop raised on the leased land, or rent in kind or cash, the landlord has a lien on the crop for its payment; this lien, upon non-payment or non-delivery of rent when due, may be enforced by sale of the crop as in case of a chattel mortgage; the tenant, however, may, by serving written notice on the landlord, remove his own part of the crop, but no more, and dispose of it; otherwise the tenant may not remove more than one-half of the crop growing or matured.—*Burns' Indiana Revised Statutes* (1901) sec. 7105.

A broker was employed to purchase securities and carry them on a specified margin for the principal, the latter to safeguard the broker against loss by keeping the margin good. The principal understood that the broker actually bought the securities, and would actually sell them when ordered so to do. Held, in an action by the principal to recover the money paid to the broker under the contract, that the statute of 1880, c. 437, Sec. 2 (providing that whoever employs another to buy and sell on his behalf securities on credit or margin, having at the time no intention to perform by actual receipt or delivery, and payment of the price, may recover from the person

so employed any payment made, or the value of anything delivered, provided the person so employed had reasonable cause to believe that no intention to actually perform existed), did not invalidate the contract, though the principal did not intend to pay for the securities or take possession of them, since the principal understood that the securities were to be actually bought and sold by the broker.—*Rice v. Winslow*, Supreme Judicial Court of Massachusetts, 62 N. E. 1057.

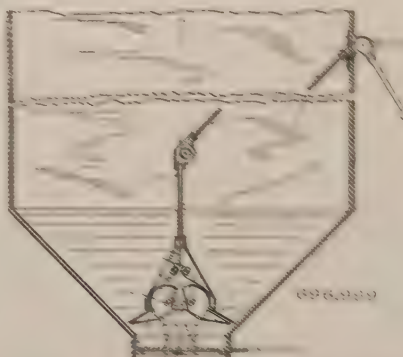
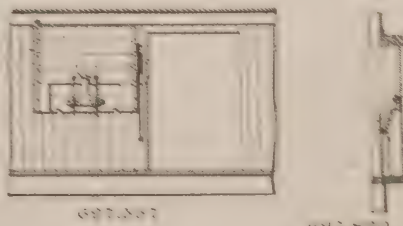
PATENTS GRANTED

James A. McLean, Boston, Mass., has been granted letters patent, No. 697,649, on a rotary explosive engine.

George W. Bonds, Fresno, Cal., has been granted letters patent, No. 697,789, on a gas generator for gas engines.

John S. Klein, Oil City, Pa., has been granted letters patent, No. 697,409, on a speed regulator for explosive engines.

Bernhard Settergren, Chicago, Ill., has been granted letters patent, No. 697,555, on a mixer or vaporizer for hydrocarbon engines.



George S. Smith, Burr, Neb., assignor of one-half to William S. Lower, Burr, Neb., has been granted letters patent, No. 697,557 (see cut), on a grain car door. The main door is provided at its bottom with an opening closed by a supplemental door mounted in ways formed by vertical L-shaped flanges.

Charles C. Neale, Minneapolis, Minn., has been granted letters patent, No. 697,000 (see cut) on a grain flow indicator. Two valves are hinged in the discharge opening of the hopper in such manner that their extended blades are depressed by the down-falling grain, thereby pulling the cord and raising the indicator at the side of the bin.

William H. Doerner and John A. Whalen, Cumberland, Md., have been granted letters patent, No. 697,820 (see cut) on a car door and grain door combined. The grain door is arranged to the rear of the car door, and is provided with longitudinal ribs crossed by a bar, the ribs engaging with the car door frame while the cross bar is locked by a downwardly extending pin. The pin and keepers are connected by chains.

Grain Receipts.

For the week ending April 12, the receipts of wheat, corn and oats at nine primary markets, and at the leading seaports, were:

| WESTERN POINTS | Wheat, bu. | Corn, bu. | Oats, bu. |
|-------------------|---------------|--------------|--------------|
| Chicago..... | 304,675 | 368,720 | 1,310,760 |
| Minneapolis..... | 130,300 | 17,100 | 33,100 |
| Duluth..... | 905,130 | 24,700 | 41,000 |
| St. Louis..... | 222,000 | 171,000 | 235,200 |
| Toledo..... | 30,400 | 94,000 | 19,900 |
| Detroit..... | 10,700 | 16,100 | 33,800 |
| Kansas City..... | 112,000 | 154,400 | |
| Peoria..... | 20,800 | 100,000 | 222,000 |
| Total..... | 1,627,715 | 1,321,520 | 3,085,760 |
| Last week..... | 1,527,715 | 1,321,520 | 1,488,100 |
| Last year..... | 2,375,200 | 1,371,320 | 2,144,100 |
| SEABOARD | | | |
| New York..... | 711,750 | 18,900 | 366,800 |
| Boston..... | 126,800 | 33,400 | 90,900 |
| Philadelphia..... | 12,000 | 20,900 | 84,900 |
| Baltimore..... | 29,500 | 9,500 | 30,800 |
| New Orleans..... | 138,000 | 18,700 | |
| Galveston..... | 42,000 | | |
| Total..... | 1,050,050 | 80,500 | 483,400 |
| Last week..... | 1,107,600 | 210,700 | 445,500 |
| Last year..... | 1,304,400 | 1,397,200 | 1,692,600 |

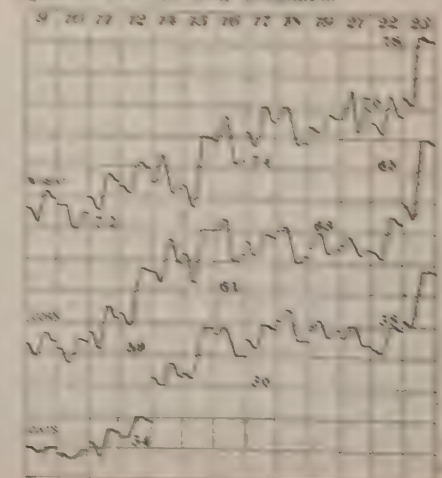
Grain Shipments.

For the week ending April 12, the shipments of wheat, corn and oats at nine primary markets, and at the leading seaports, were:

| WESTERN POINTS | Wheat, bu. | Corn, bu. | Oats, bu. |
|-------------------|---------------|--------------|--------------|
| Chicago..... | 210,504 | 279,440 | 397,100 |
| Minneapolis..... | 74,500 | 10,500 | 24,100 |
| Duluth..... | 210,500 | 5,000 | 42,700 |
| St. Louis..... | 1,350,800 | 1,000 | 5,500 |
| Toledo..... | 30,000 | 70,000 | 20,000 |
| Detroit..... | 10,000 | 10,000 | 10,000 |
| Kansas City..... | 20,000 | 20,000 | 20,000 |
| Peoria..... | 5,000 | 10,000 | 20,000 |
| Total..... | 2,000,804 | 1,387,540 | 1,049,800 |
| Last week..... | 2,000,804 | 1,387,540 | 1,049,800 |
| Last year..... | 1,900,804 | 1,387,540 | 1,049,800 |
| SEABOARD | | | |
| New York..... | 400,000 | 75,000 | 100,000 |
| Boston..... | 200,000 | 75,000 | 100,000 |
| Philadelphia..... | 200,000 | 75,000 | 100,000 |
| Baltimore..... | 200,000 | 75,000 | 100,000 |
| New Orleans..... | 200,000 | 75,000 | 100,000 |
| Galveston..... | 200,000 | 75,000 | 100,000 |
| Sanp & News | 20,000 | | |
| Total..... | 1,600,000 | 300,000 | 100,000 |
| Last week..... | 1,600,000 | 300,000 | 100,000 |
| Last year..... | 1,600,000 | 300,000 | 100,000 |

Prices at Chicago.

The opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago for two weeks prior to April 24 are given on the chart herewith. The quotations of oats after April 12 are the new standard.



Report of a Cooperative Concern.

The Farmers Grain, Live Stock & Co-operative Mercantile Association of Solomon, Kan., which has been extensively advertised as the ideal margin-saving concern for farmers, recently held a meeting of stockholders in the Opera House to celebrate its first birthday. Addresses were made, a dividend of 10 per cent was declared and shares were advanced from \$12.50 to \$20.

According to the report of Manager J. H. Johnk the association "did in ten months a business" of 234,538 bushels of wheat, 12,870 of corn, 3,750 of oats, 140,000 lbs of bran, 57,000 lbs of shorts, 24,000 lbs. of mill feed and 35,000 lbs. of binding twine. Total business, \$168,061.56.

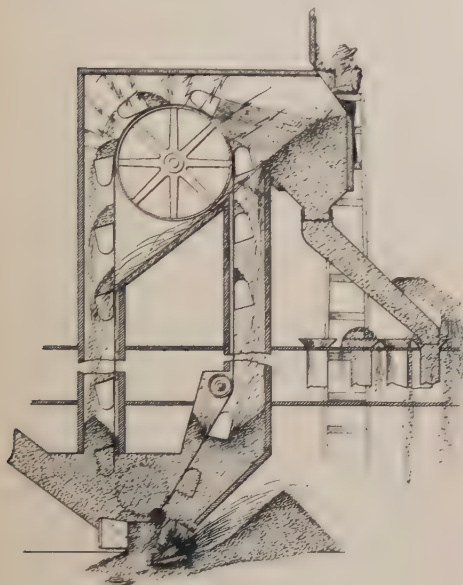


Fig. 1. Choke-up.

The reports of the Secretary and the Treasurer published in the Solomon Tribune seem to be somewhat muddled. The resources, according to the Secretary, include the following items: Real estate, \$2,300; improvements, \$1,503.98; bills receivable, \$2,084.39; expense, \$2,383.62;—[First time we have ever seen expenses classed as a resource]—stock on hand, \$4,214; cash on hand, \$580.23; total, \$14,066.22.

The liabilities given by the Secretary include capital paid in, \$2,587.50; stored wheat, \$7,262; undivided profits, \$4,216.72; total, \$14,066.22.

The Treasurer's report agrees with that of the Secretary in one thing—the amount of stock sold—\$2,587.50; the receipts from outside sales at one cent per bushel amounted to \$56.60; profits on sale of twine, \$44.06.

The miscellaneous expense was \$159.55, and the balance in the treasury \$228.61.

A man who lives in Solomon wants to know how the Farmers Association can pay \$7,262.00 for the stored wheat, which the Secretary gives as a liability, when they have no wheat on hand, and the reports do not show that the association has that much money. Neither do the bills receivable approach that amount.

Evidently the association needs a competent auditor to make up a clear statement showing its true financial condition. Few farmers co-operative associations have been permanently successful. Many have appeared so for a time, but not long.

Distributing Grain to Elevator Bins

In the good old times the grain dealer simply piled up the grain on the warehouse floor and let it lie there until sold. Where bulk storage was practiced the sacks of grain were carried up stairs by a broad-backed laborer or hoisted to the top floor by rope and tackle. In either case the sacks were emptied by hand into the desired bin. The oats were dumped into the oats bin and the wheat into the wheat bin.

When the first cup and belt elevator was put in, it was necessary for the operator to climb up the cupola floor to shift his movable spout from one bin to another when bin was filled or when starting to elevate a different grain. Just as the boy whose work it was to pull the valves on the first steam engine hit upon the expedient of tying his rope to another part of the engine while he played at marbles, so the elevator man who had to climb the long stairs to the top of the building probably was the first to think of the automatic turn-spout.

While the old turn-spout effectively saved the hired man many steps, it also accomplished another end not at all desirable. It mixes the grain. A coil, a bunch of straw or other obstruction will get jammed into the clearance between the turn-out and the bin tube, and prevent the spout coming to its correct position over the tube. Many times has this happened without being discovered until long after, when the contents of the bin was loaded into cars for shipment. The inspector gives the car a lower grade on account of the mixture and it sells at a loss.

To fill a bin to the top when using the old turn-spout is almost impossible without getting the spout partly filled. In which case when the spout is turned to other bins it divides the contents among each bin tube it has to pass over. It is easy for the operator to get the spout full without knowing it. But when the spout itself backs over the top and grain begins to drop down the elevator leg something

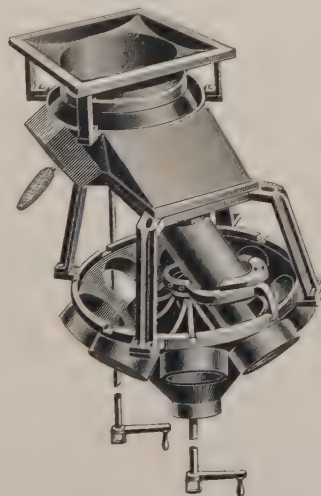


Fig. 2. Hall Grain Distributor, with Ear Corn Distributor.

must give way if the belt does not slip over the head pulley. The resulting condition is graphically portrayed in the picture herewith.

Fires have been known to start from this very cause. When the elevator belt stops and the pulley or clutch keeps turning the friction generates heat, starting a fire that may smolder until the house is closed, only to break out at night when no one is by. Insurance inspectors declare that the choking of the elevator leg is

the most prolific source of fires in elevators, and is responsible for nearly all of those labeled "mysterious."

Improvements on the old turn-spout have been tested from time to time, but have been discarded, having been found inefficient and trappy, liable to get out of order and troublesome to keep in repair. Not until a signaling device was invented to warn the operator that the bin was full was the problem solved. This was accomplished by the now well known Hall Grain Distributor, shown in fig. 2. Another important function of this machine is to collect and save the grain which overflows from the bin tube when filled. The distributing spout revolves within a case in the wall of which are the openings to the bin tubes. When the bin is full the overflowing grain can find no escape except to the bottom of the funnel, where a spout leads down to the working floor and into a small box in view of the man

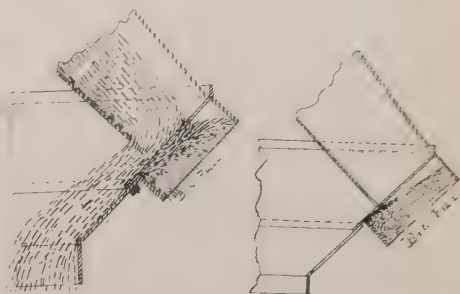


Fig. 3. Overflow. Fig. 4. Bin Filled.

in charge. When he hears the grain rattling down the spout and sees it fall into the box he knows the bin is full and that it is time to switch to another bin or stop elevating.

The end of the distributing spout is made smaller than the bin tube and is cut away at the lower edge. While the bin is filling the grain shoots across the lip, but when filled the stream is deflected down the overflow spout, as in fig. 3. After the flow has been shut off the grain lies flush in the bin tube as in fig. 4.

The complete distributor consists of hopper, spout, frame, distributing case, overflow funnel, operating rod, lever and elbow for overflow spout, all made of steel and iron, guaranteeing durability. The distributor shown in fig. 2 is equipped with an ear corn attachment of iron, with two ducts.

A valuable feature of the distributor is the locking device, automatic and positive in action. The spout cannot be locked in any position except exactly right. The lock is formed by extending the arm, which turns the spout and shaping it to fit into the slots shown in the engraving. The lock drops into the slots by gravity, and is operated by a hollow pipe governing the turn-spout, which latter is itself shifted by means of the lever at the lower end of the pipe.

Altho a comparatively late invention the Hall Grain Distributor has come into general use. Some western line companies are equipping every new house with this machine, and a few have them in every house in the line. Additional information can be obtained by addressing the manufacturers, the Hall Distributor Co., of Omaha, Neb.

Corn dropped a cent on the Board of Trade. Who picked it up?

Distillers of Scotch whisky consume about three-fourths of the corn imported into Scotland.

Meeting of Iowa Dealers.

The Iowa Grain Dealers' Association held its second annual meeting in Our Circle Hall, Des Moines, April 24.

After posing the members a minute (?) for a photograph, President Jay A. King, of Nevada, called the meeting to order. He expressed regret at the small attendance and read the following address:

PRESIDENT'S ADDRESS.

The history of another year has been made for the Iowa Grain Dealers' Association. We have arrived at the end of the second year of our existence, as an organization.

While it is presumed and no doubt true, that much benefit and satisfaction will be derived by each of us at this meeting, from the opportunity it will afford for interchange of ideas, getting better acquainted and rubbing off the rough corners, yet the principal purpose of the annual meeting is to review the work of the past year, formulate the policy for the succeeding year and perfect arrangements for carrying out such policy as may be declared.

The annual meeting is an important event in any organization, especially so in this embracing such a large membership, composed as it is in such large proportion of progressive, broad-minded, capable business men.

At this time each member may have an opportunity to be heard, and may take part in the business transacted, may assert his opinion in regard to the plans and policy of the association, may have a voice in determining what shall, and what shall not, be done.

After the adjournment of this meeting the business of the association will again be in the hands of the officers which you will here select, to be conducted by them as they understand the directions given, until the next annual meeting.

Every member who can should attend these meetings for his own benefit and for the general good of the association, especially so, if he has any suggestion to offer, or believes that a change in any direction is advisable, and every member who does not attend, should gracefully accept the conclusions of those present. After the close of the meeting it will then be too late to modify the directions for the character of the work to be done during the ensuing year.

I am of the opinion that the business of the association as conducted the past year has been satisfactory to the members, because, as you will be informed by the report of the secretary, all dues have been promptly paid. A man's pocketbook is about the same indication of his feelings as the barometer is of the weather, and when a man in business gives prompt and liberal financial aid to an institution closely related to his business it may be safely reasoned he considers it a benefit to him.

Your officers, during the past year, have endeavored to so conduct the affairs of the association as to not violate any law, or give any real cause for censure by the public. We believe that the business of the association may be pursued along such lines as will benefit not only the members, but also result in good to those who sell to, and buy of, the grain dealers of Iowa. We are quite sure that many advantages may accrue to the members of this organization by the proper conduct of its affairs, without any detriment resulting to those outside of it. Uniform methods with legitimate margins will be of more actual benefit to the public than ruinous competition at one station and unreasonable margins at another. The association should encourage methods that are equitable as between the dealers and the public.

At first thought it may seem that the principal work to be done by the association is in relation to the smaller things, because they are nearer to us personally and occur to us oftener. It is very likely that but few if any of the members fully realize the amount of labor required in maintaining, and conducting the business of an organization such as this is, in all its varied bearings, keeping up the membership, collecting dues, giving proper consideration to the correspondence, and striving to obtain results that will be satisfactory to the different interests. The individual dealers, the small line companies not operating terminals, the large line companies operating terminals, the track bidders and the commission houses, each view the grain business from a somewhat different standpoint. The business of the association should be so conducted as to be fair to all, protecting the interests of

each, so far as possible, without infringing on the rights of any.

The problem of the disposal of the scooper occupies a prominent place in the amount of work to be done. Capital invested, and the contributions made in the payment of taxes on such capital, toward defraying the expenses of state and municipal government, should entitle a man to some rights of existence, and recognition by the public. To advocate this idea as an association will educate the public and the trade to have less regard for the scooper.

At the April meeting last year I advocated arbitration, and urged its adoption by the association, but because of the press of other business or the time being so fully occupied with other matters, no action was taken upon the subject. Later there were so many expressions in favor of it and an urgent request by quite a number that arbitration be adopted, that it seemed to be best to ascertain the wishes of the members in regard to it, before the time for the next annual meeting. In July I prepared a set of rules, specifying the requirements to be complied with on the part of those who desired to submit any case, defining the method of filing and conducting cases and providing for the appointment of a committee, which rules were to be in force and effect until this time, in case it would be decided to adopt arbitration in the association. The secretary then submitted by mail to all the members, the rules so prepared, with the question, whether they should be adopted and go into effect at that time. The result was an almost unanimous expression in favor of it. About that time the president of the Grain Dealers' National Association requested that the matter of putting the arbitration rules in force be deferred until after their meeting in October, and gave as a reason that at their October meeting they would consider and probably adopt arbitration in the national association, and it would be better to have no conflict between the rules for arbitration adopted by the national and any affiliated association. The promulgation of the rules of this association was so deferred. The national association at its October meeting did declare for arbitration and adopted rules similar to those previously submitted to the members of this association, with such differences as would make them adaptable to the national.

As soon thereafter as practicable the arbitration rules adopted by the members of this association were printed, a committee of three was appointed, consisting of Mr. E. D. Hamlin of Des Moines, Mr. A. Moorehouse of Glidden and Mr. H. S. Buel of Livermore. We were then ready for the submission of cases.

Cases were submitted and have been decided by the committee. Other cases are now in process of arrangement for submission to the committee.

The members of the arbitration committee as now constituted, have, in the cases decided by them, given evidence of an ability, a clear understanding of the principles governing transactions in the grain trade, and a spirit of fairness, that is highly gratifying to me, and should commend them to the association.

It seems to me beyond question that men thoroughly acquainted with the grain business, in all its varied phases, who are competent and fair-minded, can and will decide cases submitted to them, pertaining to the grain business, in such way as to give better satisfaction to the interested parties, than can be expected by a verdict obtained in a court of justice. In addition to that the acrimony engendered by a lawsuit would be avoided, and the considerable outlay for attorney fees and costs which are always required in a case in court would be saved.

The legislature of Iowa has recognized the value of arbitration and has enacted favorable laws on the subject. Courts have recently decided, that it is within the province of an organization to adopt arbitration as method of settling differences, to make it compulsory on its members and to discipline them for neglecting or refusing to comply therewith.

Arbitration and the rules therefor, having been adopted by the members in the interim between the annual meetings, probably could not be properly considered in force after this time, without some action being taken on the subject at this meeting.

The settlement of differences by arbitration is no longer an experiment.

Decisions of arbitration committees will establish trade rules and draw distinct and proper lines in the business relations of the dealers, they will uncover the irregular methods in the trade and furnish an

easier opportunity for a complainant to seek a remedy.

Believing arbitration to be of importance in the conduct of the work of the association, and the best method obtainable for settling differences, I recommend and urge that the action of the members on that question be ratified at this meeting, by the formal adoption of the rules heretofore in force, with such modifications, if any are desired, as may meet the views of those present.

At our last meeting it was unanimously agreed that the landlord's lien law was unjust to the grain dealers, and it was then decided that a strong effort should be made to obtain some modification of that law, by the 29th general assembly, which would be in session beginning in January, 1902.

The first question to be decided, relative to a change in the law was, what to ask for. After an expression by the entire governing board, consultation with some other members of the association, and obtaining the opinion of a considerable number of the members of the legislature, it was determined that the only bill likely to pass would be to make it a crime for a tenant to sell the crop and not pay the rent. Accordingly a bill of that character was prepared and introduced in the legislature, declaring such act to be larceny, and making the penalty therefor the same as is otherwise provided in the statute for that crime. The bill was passed by the legislature and I congratulate the grain dealers of Iowa that there is now a law in this state making it a crime punishable by the same penalty as for larceny for the tenant, with intent to defraud, to dispose of the crops and not pay the rent. The law is not drastic, and is so worded that a tenant who has honest intentions, and applies the proceeds from the sale of the crop in settlement of the rent, does not even technically violate the law, but the tenant who would connive to obtain the money for the crop, let the purchaser pay the rent, and succeeds, is liable to a severe penalty. Secretary Wells did an immense amount of work in connection with this matter. It was because of his untiring efforts, supported by the organization, and the continued pressure by most of the members when requested, on the legislators from the several districts that the bill was enacted. Without the organized force of our association, it may be safely said the bill would not have become a law.

I cannot pass this subject without referring briefly to our experience in the efforts made to obtain the enactment of this law. It must be that some of the members do not appreciate fully the effect of concerted action, by an organization such as this, to influence legislation. Our experience with the legislature demonstrated that some of the members of the association were inclined to differ with the action and efforts of the officers.

As before stated, the governing board carefully considered the question before the bill was prepared, and when the conclusion was reached, their action in this as in any other matter of proposed legislation, should receive the hearty support of every member, and when asked by the secretary to urge their senator or representative to support a measure, they should do so without question. That would be concert of action having force, and count for something.

The question of a complete record being kept of car seals, demands our attention. It is a question that can be taken up with a prospect of benefit to shippers, in its proper solution. Cars are sealed, not only to prevent theft, but also to make it possible to know whether the contents have been disturbed in transit. Without a record of the seals being made and kept, it is impossible, in cases of shortage, to determine whether the seals were broken while in transit, or at the place of destination for unloading.

If there is really a shrinkage in the contents of a car, either the shipper, the carrier or the receiver must lose, and in such case it is very essential to know the condition of the seals in order to fix the blame where it properly belongs. If a loss occurs while the car is in transit, unless it can positively be shown the car leaked it is doubtful whether a charge can be maintained against the railroad company without evidence of the condition of the seals at time of arrival at point of destination. At terminal markets where official inspectors and weighers are employed, it should be their duty to make and keep a careful and correct record of all car seals, and where the car does not pass through the hands of such officials, the receiver should be required to make and keep such record. I believe that our mem-

bers will be benefited by the influence of this association being directed toward establishing such rule, and recommend such effort be made.

It has been generally understood that not all is right at terminal markets, and developments show that to be true. There is no other force so potent to correct such abuses as is the possible influence of the grain dealers' associations.

Those organizations are now becoming strong enough to give some attention to terminal matters, in the hope of being able to cause the correction of some of the existing evils. Thorough knowledge of a subject is essential to an effective treatment of it, and I recommend that the secretary be authorized to make a personal study and investigation, by going to the terminal markets and spending a few days there with the weighmasters in and about the yards and elevators.

By the publication of bulletins at regular intervals, the secretary can give the members much information of benefit to them. Terminal methods might be given special consideration so that the members may become better informed in regard to them.

Crop reports may become an important feature of association work, possibly more reliable than from other sources.

Some members have expressed a desire that attention be given by the association to fixing prices and rendering assistance in arrangements regarding combinations.

That in my opinion would be an unwise and unsafe policy for the association to pursue. It would be contrary to law and would properly subject us to censure and possibly to prosecution. I do not hesitate to say that the association should not have anything to do, directly or indirectly, with any pool or combination.

There is sufficient work for the association in other matters of more general importance to the members. The solution of the questions mentioned as requiring our attention, and others of a legitimate character, will provide a large work for the association to do, without taking up anything about which our legal right to act could be questioned and our standing be put in jeopardy.

This association has grown in strength and effectiveness during the past year and with the continuance of the present energetic, progressive, yet conservative policy, I predict for it larger influence and greater results for the benefit of its members, in the next year than in the one just passed.

While the short crop of last season curtailed the volume of business done you will all agree with me, that we have had the satisfaction of transacting the business with more harmony and good feeling than ever before.

Treasurer Geo. A. Wells read his annual report, which showed the cash receipts to have amounted to \$7,866.87; the expenditures, \$5,815.13, and the balance on hand, \$2,051.74. The net assets of the association amount to \$2,287.24. All dues on 793 elevators paid in full.

Secretary Geo. A. Wells read the following annual report:

Report of Secretary.

Mr. President and Gentlemen of the Iowa Grain Dealers' Association:

Your secretary would report as follows:

MEMBERSHIP.

We have at the present time a membership of 793 elevators in good standing as indicated by the treasurer's report, showing all dues absolutely paid in full by these members to April 1, 1902.

There have been several members who have sold out their business and paid their dues and that has reduced the membership somewhat from the highest point, 812 houses being the largest membership at any time.

The following members have been suspended by the action of the governing board:

Six members for non-payment of dues, named as follows: W. R. Bloom, Klemme; A. H. Foote, Bristow; Chas. Hain, Moscow; H. C. Hale, Washington; C. D. Young, Charles City, and W. C. Yeisley, Blairtown.

Foote of Bristow, Hale of Washington and Yeisley of Blairtown having discontinued business.

Two members because they insisted on doing a scoop shovel business at stations where they did not operate elevators, as follows:

Bellmer & Watts, Oelwein, and John Dammann & Son, Dixon.

Three members for refusal to arbitrate, named as follows:

J. A. Campbell & Son, Atlantic; F. L. Howe & Co., Radcliffe and Northern Iowa Grain Co., Sioux Rapids.

Three members have withdrawn because of refusal to arbitrate, named as follows:

Mat Johnson, Audubon; C. M. Gowdy, Britt and Oscar Casey, Dysart.

The association practically covers the entire state of Iowa with the exception of the two south tiers of counties, the western portion of these counties is included in the Southwestern Iowa & Northwestern Missouri Grain Dealers' Association, with a membership of about 150, and the eastern portion in the Southeast Iowa Association with a membership of about 50 members.

In the territory covered by the Iowa Grain Dealers' Association there are about 1,300 houses, but about 200 of these do very small business, being located in the extreme eastern part of the state, where grain is largely fed to stock, and the business so small that the owners are therefore not much interested in association work. Deducting these 200 houses from the total of 1,300 would leave possibly 1,100 houses doing active business, and thus you can readily see that having a membership of practically 800 houses what the possibility is for an increased membership, and what the present strength of the association is from the standpoint of membership.

SCOOP SHOVEL DEALERS.

There have been reported during the last year 63 scoop shovel cases as compared with 114 the previous year.

The cases reported during the last year were mostly of an extremely transient character, while during the first year there were a large number of chronic cases. There are not to exceed five scoop shovel cases in the whole territory to-day that are what might be considered chronic in any sense.

UNIFORM METHODS AT LOCAL STATIONS.

It is impossible to make an accurate report of the work along this line.

I am positive that there has been an improvement since the association was organized. Dealers are gradually working into the idea of charging for storage or refusing to give storage. I know positively of a large territory that absolutely refuse to store grain for farmers.

Written contracts are becoming more popular and the members, I am sure, will begin the new crop with a greater use of written contracts than ever before.

The dealer who is so foolish as to "give the raise" now stands as laughing stock with his competitors. There is a growing tendency among dealers to allow banks to loan money to the farmers instead of making advances on grain.

The dealers begin to realize the fact that narrow margins must prevail to satisfy the public, and that such margins must be clean-cut in every sense, otherwise the business will not earn reasonable profits.

The local meetings of the association have been the best means of working out uniform methods among the members.

ARBITRATION.

The vote of the members by mail about December 1, 1901, was almost unanimously in favor of the appointment of a regular arbitration committee, there being only three or four votes against the proposition and a committee was appointed by the president consisting of E. D. Hamlin, Des Moines, A. Moorehouse, Glidden and H. S. Buell, Livermore.

The first meeting of that committee was held at Des Moines March 17, 1902, and several cases considered according to the rules.

It is without question one of the most important features of association work and is certainly a wholesome business proposition.

There are now other cases being prepared for the consideration of the committee.

TERMINAL MATTERS.

We are gradually making progress in using our influence to improve terminal methods. This is an important matter not only to grain dealers but to the public and the farmers.

When the grain dealer is compelled to suffer a shortage on his shipment in any particular market he will, if he uses good sense, figure for an additional margin on that market to cover shrinkage and ten bushels of corn short in a car at prices prevailing to-day means \$4.00 to \$6.00 loss to the shipper, and unless he can cover his possible loss he will naturally ship to a market where shortages are not so common.

The different terminal markets begin to realize that there is competition among markets and that it is necessary to offer

improved methods. It has been the purpose of this association to place the facts as they exist before its members concerning bad methods and abuses at terminals in order that shippers may protect themselves and give preference to those markets that offer the best methods.

The Grain Dealers' National Association is now becoming so well organized that in conjunction we may positively ascertain the facts concerning terminal methods.

LEGISLATION.

During the session of legislature just closed we have succeeded in securing the enactment of a law relating to the landlord's lien which reads as follows:

A BILL.

For an Act Making It a Crime To Sell Property Upon Which There is a Landlord's Lien for Rent, without the Written Consent of the Landlord, and Fixing the Penalty Therefor.

Be it enacted by the General Assembly of the State of Iowa:

Section 1. If any tenant of farm lands shall, with intent to defraud, sell, conceal, or in any manner dispose of any of the grain or other annual products thereof upon which there is a landlord's lien for unpaid rent, without the written consent of the landlord, he shall be guilty of larceny and punished accordingly.

Section 2. The payment of the rent for the lands upon which such grain or other annual products were raised at or before the time the same falls due, shall be a bar to any prosecution under section one (1) hereof, and no prosecution shall be commenced until such rent be wholly due."

This experience has shown that the association, by the concerted action of its members, under the guidance of its officers, may use an important influence in legislation.

DISSEMINATION OF GENERAL INFORMATION.

We have recently begun the publication of a quarterly bulletin, the purpose of which is to give to the members such information of a public character that the secretary is in a position to obtain as will be of benefit to the members.

I find that by this means the correspondence of the office may be reduced to some extent, as there are continual inquiries regarding certain matters pertaining to terminal methods that the secretary is supposed to know more or less about and that some members are not in a position to know.

It is not the idea that the secretary shall tell any member how to conduct his business, but merely to make suggestions, and if the secretary has proper qualifications he should know some things that some members do not know because of the position he occupies.

IN GENERAL.

Personally, your secretary is somewhat proud of the condition of the association and of the general results accomplished.

In estimating the benefit and work of the association I would ask the members to take a broad general view of the situation and not allow some small local matter to overshadow the general good results.

If the association could dispose of all the troubles in the grain trade it would certainly be a great institution, and I trust that no member is so unreasonable as to expect this.

You should consider that the trade is divided into different classes, and a certain work on the part of the association that would be beneficial to one dealer or class of dealers may not benefit the others.

This association has been doing its work strictly along impartial lines and is not in any sense controlled by any faction, firm or individual.

I desire to express my hearty appreciation of the friendships, good will and cooperation of the officers and members, without which your association would certainly not succeed.

President King upon motion appointed a committee on resolutions consisting of Lee Lockwood, Des Moines; I. L. Patton, Dexter, and W. H. Chambers, of Minneapolis.

He also appointed as a committee on nominations: J. Stockdale, of Wolcott; A. Moorehouse, Glidden; W. L. Shepard, Des Moines; A. J. Zingree, Mason City, and Albert Pease, of Des Moines.

A. E. Schuyler, assistant weighmaster Chicago Board of Trade, read an interesting paper on "Improved Facilities," and exhibited drawings, models and specimens.

G. A. Stibbens, secretary of the Grain Dealers' National Association, read the following paper on "Terminal Methods":

TERMINAL METHODS.

Your worthy secretary assigned me a subject to prepare a paper upon which is very difficult indeed. Terminal methods of handling grain is a proposition that has been discussed, pro and con, for a great many years and I will undertake to outline to you an ideal system at terminal markets. While my knowledge of terminal methods is somewhat limited, I have obtained information that I believe will enable me to handle the subject intelligently. Records of seals kept by the railroad companies are of very little value to the shipper of grain, for the reason that a railroad company will not honor a claim for shortage on account of an incomplete seal record, neither will they admit that their records are incomplete. Railroads should have a different seal for each and every yard, numbered consecutively and not in duplicate, so it would be possible to ascertain at what yard or between what yards the cars had been sealed or re-sealed and for what purpose.

All railroad yards where freight is stored should be so policed that no one could remain in them without showing his business necessitated his being there to the entire satisfaction of the watchman or police officer. This would drive out men, women and boys who make their living by pilfering cars. To enforce this rule, watchmen should be instructed to arrest all trespassers which would, of course, necessitate additional watchmen, but the amount of property saved would many times more than save the extra expense and would force the grain thieves to seek other employment. There are yards at terminal markets where a policeman can never be seen, and there are yards where a watchman can be seen occasionally only. Living around most of the railroad yards in the remote parts of the terminal markets are people of all nationalities and it is not necessary to draw on your imagination very much to know what a car of grain is subjected to set down in this sort of a yard without police protection. The only remedy for this matter is to have railroad yards at terminal markets thoroughly protected by a watchman or policeman and I do not mean by this that one or two watchmen can vigilantly watch a yard miles in length without more or less stealing going on.

If car No. 78 is to be loaded at Des Moines, Iowa, the shipper first should examine it to see that it is in condition for grain. He should also see that the doors are of sufficient strength and height to prevent grain from leaking, but not too high to interfere with the inspectors. It is absolutely necessary for him to know how much he loaded into the car by weighing on modern scales. The car should be immediately sealed after loading and record of seals taken by shipper. The railroad agent, at the point of shipment, should have the same sealing system as I have outlined. After the arrival of car No. 78 at the inspection yards, record of the seal should be taken by the railroad company, who should have a man accompany the samplers and inspectors to seal the car immediately after inspection. If in sampling and inspecting the car doors are mutilated to such an extent that leakage ensues the railroad man should make record of same and place the blame where it belongs. In case it becomes necessary to re-sample or re-inspect this car the railroad company should be notified and their representative should make record of seals, break them and re-seal them immediately after resampling and reinspecting. He should also know who the sampler and inspector is and the reason for resampling and record same. Upon arrival at unloading point a thorough inspection of the car should be made by a disinterested party who should also make a record of the seal. All records made by the railroad company relative to condition, movements and seals of car No. 78 should be open to the shipper or his representative.

Unloading elevators should all be equipped with large modern scales which should be frequently tested to their full capacity. No dust collectors should be allowed to interfere with the grain until after it has been weighed and car should be well swept before weighing.

The ideal terminal should have the facilities for properly weighing the grain and have the weight taken by disinterested parties who would use all due diligence and care in the performance of that work and also be competent to judge of conditions of cars, and have a general knowledge of the handling of grain either in elevator or transfer yard. A market so equipped re-

duces the possibility of loss by careless handling or otherwise to a minimum.

In order to bring about the condition of affairs most desired in terminal markets I am of the opinion that it is necessary to increase the weighing charges to produce sufficient revenue to properly care for the weighing of grain and maintain the high standard of service you all desire.

A chief weighmaster in any terminal market not clothed with proper authority is powerless to bring about the necessary reforms. The weighing department in every terminal market should be controlled exclusively by the exchanges or boards of trade and each man employed should be held accountable for faithful performance of his duty.

Grain inspectors do not make a practice of replacing boards which they find necessary to knock off in order to get into cars to inspect the grain. In some railroad yards these boards are replaced by the railroad car repairers; and when they are not replaced there is nothing to prevent spilling of grain over grain doors. Some railroads re-seal their cars after inspectors and samplers, and some do not; consequently cars often arrive at elevators unsealed and these are the cars that suffer the most loss from petty thieving. A great many yards at terminal markets do not receive the proper police protection, and is apparently a case of operating too cheaply, quite a common error with some railroads.

The 18,180 cars received in Chicago last year found in a leaking condition were bona fide leaks. The 5,941 cars that were leaking over grain doors, were cars on which there was sufficient evidence to show that grain had leaked. 6,963 cars had defective grain doors, either at end, bottom, through or grain doors shifted, bulged, split or in some way showed sufficient evidence of a leak.

The above demonstrates that country shippers are careless to a great degree in not carefully cooping cars and terminal markets should not be held responsible for the negligence of the man who does not properly look after the condition of the cars he loads with grain.

Inspection departments should inaugurate a system of resealing cars after inspecting a car of grain and each inspector should be provided with a private seal and held strictly accountable for violating his duty.

It is the sacred duty of every Exchange in this country to look carefully after the weighing of all grain coming under its jurisdiction, but we find a great many are slow to act unless pressure is brought to bear upon them, and oftentimes it must be a demand backed up by the entire country trade before they take proper action to remedy matters. The present poor system of sealing cars and protecting grain at terminal markets loses to the railroads a large proportion of their freight earnings and to the country shippers thousands of bushels of grain every year. These are conditions that actually exist, but there are railroads that will tell you that they have a man follow up the inspector and re-seal the cars at once. This may be true in some instances, but it's an exception rather than the rule.

The National Association is now working on these problems and we expect to be able to greatly remedy them in the near future if the different state organizations give us the proper support.

H. R. Whitmore, assistant secretary of the Merchants' Exchange of St. Louis, was called for and told of the work being done by the weighing committee of the Exchange. He said: The Merchants' Exchange has appointed a weighing committee and set aside sufficient funds to establish a weighing bureau, with authority to place supervisors of weighing in the public and private elevators, warehouses and mills both in St. Louis and East St. Louis, beginning June 1st.

The committee is doing everything in its power to secure correct weights. It is a very difficult matter to secure the consent of all the elevators and mills, because they have their own private weighers and the state weighers appointed by the railroad and warehouse commissioners. The weighing over wagon scales in the local yards is under the control of the Municipal Assembly, and we can do nothing with it until some action is taken by our city council. Until action is taken the charge will remain 20 cents per wagon

load, and the Exchange will have nothing to do with it.

INTERMISSION.

President King called the dealers to order and said that the nominating committee is ready to report, but before it reports, I wish to make an announcement. A luncheon will be served in the banquet hall in the rear as soon as we get through here. You can smell the coffee now. We will now hear the nominating committee.

A. Moorehouse, of the nominating committee, reported that the committee would favor the retention of the old president, vice-president and secretary-treasurer and directors. He put a motion to that effect, and it was carried unanimously.

President King said: I am not unmindful of the honor you have conferred upon me, but I had hoped you would select some one else, and have so expressed myself. I am a very busy man and have too many duties for the strength at my command, hence I preferred you elect some other. However, since you have re-elected your very efficient secretary, I feel certain the demands upon my time will not be large. I will serve you to the best of my ability and strength.

Mr. Moorehouse, of the arbitration committee, was called for, and said: It has been deemed proper that an addition be made to Section 3, as follows: "Also stating whether or not there is pending any action in court on the questions to be submitted."

The amendment to Section 4 provides that no legal action shall have been begun or be pending.

Following the first sentence of Section 5 is added: "It shall be the duty of the committee to tax the costs in each case in such proportion as they deem just and equitable, and their report of the case in writing to the secretary shall include a statement of the amount of costs each party is to pay."

Section 13 amended to read: "Neglect or refusal to submit a case in controversy to the committee on arbitration (if so requested, when the opposite party is a member of this association, any other affiliated association or the National Association) or to comply with the award of the committee shall be deemed unbusinesslike conduct, and the penalty therefor may be a fine, suspension or expulsion, as the governing board may decide."

Part in parenthesis is new.

Mr. Moorehouse moved that the rules for arbitration as amended be adopted by the association, and the motion was carried.

Lee Lockwood, chairman of the committee on resolutions, read resolutions which were adopted.

M. McDonald, of Bayard, spoke in favor of asking the railroads to place a track scale at every station from which 100 or more cars are loaded annually. If we can get the railroads to weigh the grain at the initial points, I do not care anything about the terminal weights. The railroads will look after that. I am weary of spending so much time cooping old wornout cars. If the railroads were responsible for these losses we would get better cars.

Col. C. F. McCarty, of Des Moines, spoke in favor of the organization of a mutual fire insurance company. I feel certain we can save from 40 to 50 per cent over present stock company rates.

Mr. McDonald favored Mr. McCarty's suggestion.

W. L. Shepard, Des Moines: I think we could save the elevator men of the state considerable money by organizing a

mutual fire insurance company. I would gladly endorse any action looking to such a move.

H. L. McCombs, De Soto: I have almost been raised in mutual insurance, and I am confident it would save us many dollars. I would like to see some action taken.

M. E. De Wolf: In order to get this matter properly presented, I move that a committee of seven be selected to investigate this subject and present their report at the next annual meeting. The committee to consist of the president and secretary and five members to be selected by the president.

Seconded by Mr. McDonald.

Amended by Mr. McFarlin to the effect that the committee appointed to investigate the matter of mutual insurance shall do as it deems best in regard to calling the members together to consider their report.

Mr. McFarlin: I understand an association is being organized in Minnesota to carry elevator insurance, and likewise in Illinois.

The amendment was accepted and the motion carried.

President King appointed the following on the mutual insurance committee: M. E. De Wolf, Laurens; Col. C. F. McCarty, Des Moines; A. J. Zingree, Mason City; M. McDonald, Bayard; N. S. Beale, Tama.

Upon motion by Mr. Zingree, a vote of thanks was tendered the arbitration committee.

Mr. McDonald moved that the association endorse the paper read by Mr. Stibbens regarding terminal methods, and the motion was carried.

Adjourned.

Immediately following adjournment the members partook of a buffet luncheon served by the Cereal Club.

Professor Hefts' orchestra furnished music for the evening entertainment, which included an address by the mayor and an enjoyable vaudeville performance.

CONVENTION NOTES.

An enjoyable meeting.

The attendance was discouraging.

The insurance committee has a big job on hand.

A photographer's minute is very long.—J. A. King.

The Hart-Parr Co. was represented by Geo. H. Putnam.

The Chinaman dropped his poise. G—He did. Did he?

Before the dealers left town the heavens began to weep for them.

The receivers and railroad men almost outnumbered the shippers.

One Peoria firm represented.—S. C. Bartlett & Co., by W. L. Penny.

The Huntley Mfg. Co. was represented by S. J. McTiernan—Grain Cleaner Mac.

J. F. Younglove, of Younglove & Bog-gess Co., was looking for elevator sites to cover.

If we have a rain, wheat will sell for seven-eighths of nothing.—C. E. Wenzel.

J. V. Babcock, of the Grain Shippers' Mutual Fire Insurance Association, distributed copies of an address on the "Rise and Progress of Mutual Insurance."

The St. Louis delegation included Wm. Bates, of Daniel P. Byrne & Co.; A. Brockman, of Brinson-Judd Grain Co.; Chas. V. Fisher; Thos. K. Martin, of the W. L. Green Commission Co., and R. E. McClellan, of Eaton, McClellan & Co.; H. R. Whitmore, assistant secretary Merchants' Exchange, and Jos. Norton, with P. P. Williams Grain Co.

One man from Kansas.—M. G. Patterson, Clay Center.

Changeable dating stamps were distributed with the compliments of Rosenbaum Brothers.

The Peavey Elevator Co. was represented by W. H. Chambers, T. E. Hawkins and J. S. Loudon.

Fred Faulkner, of W. R. Mumford Co., advised everyone that he will open an office in the Washburn block, Cedar Rapids, May 1st, where he will be pleased to receive members of the trade.

The Minneapolis delegation included C. E. Wenzel, president, and E. A. Burrage, secretary of the Southern Minnesota and South Dakota Association. M. W. Lee, of Way-Johnson-Lee Co., and A. G. Morits, of the Atlas Elevator Co.

CROP VIEWS.—"Very dry." "Much seed oats blown away." "We need rain badly." "I am not scared." "We can stand two weeks more of this kind of weather. It gives the farmers with low land a chance to get it all seeded." "Fine growing weather, but we need rain."

Four railroad men took in the luncheon and saw some of the vaudeville performance—A. B. Caswell, Division Freight and Passenger Agent C., M. & St. P.; C. H. Caswell, Division Freight Agent C., R. I. & P.; R. A. Belding, Com. Agent C. B. & Q., and P. J. Rupp, Trav. Freight Agent C., R. I. & P.

The Des Moines dealers at the hall included C. Atherton, E. L. Bowen, J. M. Brown, representing Chas. Counselman & Co.; C. H. Casebeer, T. S. Cathcart, representing the Calumet Grain & Elevator Co.; J. W. Chambers, A. W. Grafton, Kingman, Galbraith Implement Co.; L. W. Gifford, Northern Grain Co.; E. D. Hamlin; N. Hodgson, Des Moines Elevator Co.; Lee Lockwood, McFarlin Grain Co.; C. F. McCarty; M. McFarlin, of Des Moines Elevator Co.; W. F. Morgan, Churchill-White Grain Co.; W. G. McDougall, of Armour Grain Co.; L. Mott, McFarlin Grain Co.; T. F. O'Leary, with W. H. Merritt & Co.; Albert Pease; M. T. Russell, representing Bartlett, Frazier & Co.; W. L. Shepard and G. E. Stayner, with Des Moines Elevator Co.; C. Shannon; C. A. Tower and Louis I. Tower; L. Warren, Warren Grain Co.

The Chicago delegation included A. E. Alverson, with Borden & Selleck Co.; E. C. Butz, with Rosenbaum Bros.; F. G. Coe, with the Glucose Sugar Refining Co.; W. M. Christie, with L. H. Manson & Co.; A. C. Curry; H. F. Dousman, with Hulburd, Warren & Co.; J. H. Donnelly, with W. A. Fraser; A. Gerstenberg, E. W. Ehle, with Ware & Leland; C. E. Giles, with Northern Grain Co.; F. S. Landers, with Gerstenberg; J. P. McKenzie, with Great Western Cereal Co.; H. L. Miller, with A. C. Curry & Co.; J. W. Radford, with Pope & Eckhardt Co.; J. J. Stream, with Chas. Counselman & Co.; A. E. Schuyler, assistant Board of Trade weighmaster; Theodore Speltz, with Rosenbaum Bros.; Geo. A. Stibbens, secretary National Association; Fred Faulkner, with W. R. Mumford Co.; I. Updike, with J. Rosenbaum Grain Co.; Oscar C. White, with H. Hemmelgarn & Co.; W. E. White, with Richardson & Co.; J. H. Whittemore, Great Western Cereal Co.; C. E. Williams, with L. Everingham & Co., and Charles S. Clark and H. R. Phillips, of the Grain Dealers Journal.

Among the dealers present were G. W. Apfel, of Shell Rock; G. W. Armfield, Redfield; I. P. Baird, Marne; N. S. Beale, Tama; C. P. Bement, Shell Rock; J. F. Blue, Van Horne; Manley Brown, Rolfe;

W. F. Brown, Shell Rock; G. P. Christianson, Randolph; N. R. Clift, Zeasing; J. G. Cornelison, Adel; C. A. Day, Sioux City; Philip Dietz, Wolcott; M. E. De Wolf, Laurens; A. N. Drummond, Guernsey; E. J. Edmonds, Marcus; A. B. Elliott, Whiting; J. H. Ellsworth, McGregor; W. J. Entwistle, Rutland; E. L. Ericson, J. Ericson, Roland; R. A. Frazier, Nevada; Geo. Gilbert, Rhodes; J. A. Gray, Onawa; F. A. H. Greulich, Marion; J. T. Gudgel, Kennedy; S. K. Groth, Thor; C. Hagge, Ogden; H. Hahn, Mallard; C. J. Harwood, Garrison; C. C. Hanson, Bouton; K. A. Harper, Van Horn; H. H. Hennings, Ogden; L. M. Hibbs, Lacey; Wash Hunt, Victor; C. B. Johnson, Dillon; W. H. Johnson, Cordova; J. W. Johnson, Newhall; Jay A. King, Nevada; W. Knox, Whitten; J. E. Knudson, Milford; W. Lancaster, Bradgate; K. K. Linquin, Clinton; E. B. Michael, Storm Lake; A. E. Moerke, Spencer; W. Milligan, Grimes; A. Moorhouse, Glidden; M. McDonald, Bayard; H. L. McCombs, De Soto; W. H. H. Myers, Milford; M. C. Ott, Wilton; G. A. Paton, Milford; S. R. Ringgenberg, Lytton; A. C. Savage, Adair; W. M. Schmidt, Lavinia; Thos. Schmidt, Lytton; W. F. Shaw, Colo.; C. W. Smittle, Grand Junction; E. G. Simpson, Iowa Falls; W. E. Simpson, Marne; M. Slife, Dedham; W. H. Stipp, State Center; J. Stockdale, Wolcott; R. W. Taylor, Runnells; R. S. Thompson, Thor; H. A. Towne, Whiting; H. Wetzel, Minburn; R. Whitacre, Dallas Center; S. B. Williams, Madrid; F. Wilkins, Ogden; W. Wolf, Bouton; J. D. Young, Anita; A. J. Zingree, Mason City; and D. B. Zuck, Dallas Center.

THE SUPPLY TRADE

The Link Belt Machinery Co., of Chicago, has increased its capital stock from \$600,000 to \$650,000.

E. W. Wagner has removed his offices from the Rialto building to 99 Board of Trade building, Chicago.

Norman W. Jones, secretary and one of the active managers of the Model Gas Engine Co., Auburn, Ind., died recently at Garrett, Ind.

"Seeing is believing" in advertising. A good picture of the article advertised will make more people believe in its merits than will a page of descriptive matter.—Printers' Ink.

A stock company with \$7,000 capital has been organized at Clarks Hill, Ind., to manufacture the grain and seed separator patented by W. J. Hall.

J. L. Record of the Barnett & Record Co. will be president and take an active part in the management of the new company which is to succeed the Twin City Iron Works of Minneapolis, Minn.

The Fairweight Standard Scale Co., Danville, Ill., has issued a folder illustrating plainly its different styles of beams and showing how scales are set in pit, together with a list of many satisfied customers.

Individuality in journalism has attained its most surprising results in trade papers. People are seeking more technical information, and while they skim hurriedly over the great dailies for the news of the world, they study the technical paper for more vital references to their own immediate business and concerns.—Charles H. Bergstresser, Wall Street Journal.

GRAIN TRADE NEWS.

CANADA.

A. White & Sons of Ortwell, Ont., have purchased a Hess Pneumatic Grain Drier.

John Wake will soon begin the erection of a 40,000-bushel elevator at Minnedosa, Man.

The Tillson Co. of Tilsonburg, Ont., will equip its 800-barrel mill with Hess Pneumatic Grain Drier.

Metcalf & Sons of Portage la Prairie, Man., have lately installed a Hess Pneumatic Grain Drier.

W. S. Ellis' elevator at Alliston, Ont., containing 6,000 bushels of grain, on Apr. 6 was destroyed by fire.

John Story, Darlingford, Man., writes that the Winnipeg Elevator Co. is erecting an elevator at Darlingford.

Ex-Alderman J. B. Boustead of Toronto, at one time a commission merchant and grain dealer, died Apr. 11, aged 67 years.

Campbell & Co., Mackinac, Man., write: It is probable that Muir & Co. of Winnipeg, will enlarge their warehouse and install elevator machinery.

The malt storehouse, containing 20,000 bushels of malt, belonging to L. M. Clarke & Co. of Toronto and located at Kingston, Ont., was badly damaged by fire Apr. 27. Loss on malt and building, \$15,000.

A sample of Ligowa oats weighing 52 pounds to the bushel recently was received from Moose Jaw, N. W. T., by Immigration Commissioner J. Obed Smith of Winnipeg. The crop was 152 bushels per acre by weight.

C. Haglin of Minneapolis, Minn., who has received the contract to build the cement walls of the new Canadian Pacific Railroad Elevator at Fort William, Ont., recently visited the site together with John Woodman, the resident engineer of the road.

Fort William, Ont., began the grain shipping season Apr. 14, greatly to the relief of grain men. The opening was the earliest in years. John Murie has succeeded Harry Sellers as foreman of the elevators, the latter having taken charge of the Canadian Northern Elevator at Port Arthur.

Montreal grain men feel that they are entitled to the handling of Manitoba's surplus wheat. Their hope of exporting the lion's share of the crop has been modified by the aggressive action of American merchants in buying a considerable portion. It is not known that any Montreal firms have taken the trouble to strengthen their western connections.

The Assembly of Northwest Territory, Canada, on Apr. 18 adopted a resolution requesting the federal government to amend the Elevator Act to provide that when there is an undue spread between the street and track prices of wheat, the commissioner may order that all cars placed at such station shall be located at any elevator, the manager of which is prepared to pay the proper price, or place at the disposal of farmers and independent buyers, to be loaded on the track.

CHICAGO.

Memberships in the Board of Trade are selling at \$3,500.

O. W. Clapp has entered the brokerage business with offices at 43 Board of Trade.

Some dealers are regretting they voted to make "Standard" oats deliverable on contracts.

The directors of the Board of Trade have decided that the elevator man must pay for the weighing out of grain from public elevators.

The charge of \$2 for switching to re-inspection tracks has been discontinued, and the roads will refund the charge to receivers.

The membership of the late James H. Dole, who was a charter member of the Board of Trade, has been transferred to his son, Geo. S. Dole.

Mr. Richardson, the junior member of the grain firm of Richardson & Co., who has been spending the winter in California, has returned home.

The Ernest E. Jones Co. has been incorporated to carry on a general grain and commission business. Capital stock, \$30,000; incorporators: Ernest Jones, Charles B. Jennings and David M. Kirtson.

The J. H. Dole Co. has been incorporated to conduct a general grain commission business. Capital stock, \$140,000; incorporators: Sidney C. Eastman, William F. Zibell and Henry W. Leman.

The firm of Raymond, Pyncheon & Co., after the retirement of Harry Raymond, will consist of G. M. Pyncheon, C. W. Hamill, H. V. Lester, L. D. Kneeland, A. M. Clements and J. L. Curtis.

J. C. Wood & Co. have been incorporated to conduct a general brokerage and commission business. Capital stock, \$50,000; incorporators: John C. Wood, James M. Clean and Charles J. Roberts.

After hearing the protest of the private elevator men the transportation committee of the Board of Trade has amended its proposed car service rules to give private houses equal privileges with regular elevators.

Grain shipments from Chicago east by rail during the week ending Apr. 19, were 1,119,000 bushels, the smallest in 6 months; and the grain business of the western roads was lighter than at any time within the past three years.

The Board of Trade has adopted a rule requiring all corporations in the clearing house to have \$100,000 capital. The committee is authorized to call for a statement of the condition of any corporation, with a view to preventing overtrading.

The new grading of "Standard" will be applied to oats arriving at Chicago after July 1. Trading in the new grade began Apr. 14 on the Chicago Board of Trade. The vote in favor of the new grade was 642 to 149. To avoid confusion instructions for the sale of the July option should specify whether old or new style.

George H. Smith, alias Kauffman, the trusted confidential clerk in the employ of Canby & Co., grain and stock brokers, having their offices in the Board of Trade, has disappeared with \$1,700. He has been gone several months and investigations show that he first went to Dubuque, then to St. Louis and next to New Orleans, where all trace of him is lost. A reward of \$50 is offered for his arrest.

Trading in the standard grade of oats for July delivery began Apr. 14, with a premium of $\frac{3}{8}$ cent over the old July; but later in the day the new were quoted at $1\frac{5}{8}$ ¢ higher, and handlers claim the new grade ought to be worth even more. The difference has increased to 2 cents since. As the inspection of oats under the new rule will not begin until July 1 the trade can form no exact opinion of the relative value of "standard" compared with other grades.

In the decision of the Illinois Supreme Court Apr. 17 the Chicago Board of Trade has won a decisive victory over the bucket-shops. The Appellate Court was confirmed in its denial of the application for an injunction to restrain the Board from cutting off the quotations supplied the Central Grain & Stock Exchange, a bucket-shop. The court said it was clear that the quotations were sought for the purpose of conducting a business in violation of law.

The settlement offered by Geo. H. Phillips has been accepted by all his creditors, all of whom consider it a very good settlement, and Mr. Phillips is enabled to resume his grain commission business on the same basis as before, except that the financial backing, which was lacking in the old firm, is now of the best, arrangements having been made with Irwin Green & Co., who will carry trades and hold margins, while Mr. Phillips and his able lieutenant, Edward G. Heeman, receive orders and conduct correspondence, at their old offices in the Rialto building.

The argument that the receipts of white oats are 85 per cent and increasing, is met by the claim that the crop of Illinois is 50 per cent mixed, and that the state to which the Board owes its charter is entitled to consideration. The claim that the new grade will increase speculation is offset by the argument that the business in mixed oats will be lost. Much was made of the argument that people who trade in futures feel that they have sold something that they may not be able to deliver, or have bot something they do not want delivered to them. That the proposed change has entirely done away with this objection, is conceded; also that it provides for the delivery of a grade of oats that represents the bulk of the crop, and that it has raised the valuation of the entire oats crop of the United States. But these latter claims all are in favor of the producer and outsider, and inimical to the grain dealers and cash handlers, for whom and by whom the legitimate business of the Board of Trade is transacted.

ILLINOIS.

Rose & Co. have finished their elevator at Claytonville, Ill.

Culbertson & Younger will build a 160,000-bushel elevator at Mays, Ill.

Ensign & Wheeler of Long Point, Ill., have bought F. C. Jones' elevator at Hudson, Ill.

Daly Bros. have purchased for \$6,000, the elevator owned by Van Vleck & Son at Philo, Ill.

Adolph Hitz of Alhambra, Ill., writes that probably W. H. Stallings will put in new machinery.

The Morris Oatmeal Co. of Morris, Ill., has recently installed the Hess Pneumatic Grain Drier.

The Illinois Valley Grain Dealers Association will hold its monthly meeting in Chicago, Apr. 30th.

George Gibson and T. Barton are interested in the erection of a large grain elevator at Georgetown, Ill.

Richardson & Co. have bought the elevator of O. M. Kelly, at Dana, Ill., and Apr. 24 took possession.

Charles Wilson, grain dealer at Peoria, Ill., was called to Alliance, O., recently by the death of his sister.

G. W. Townsend is erecting an elevator of 14,000 bushels' capacity at Sidney, Ill. A. H. Richner is doing the work.

D. A. Hennebry has bought N. J. Comerford's interests in the Minooka Grain Co. at Minooka, Ill., and is now sole owner.

Wm. Hatten of Moronts, Ill., has succeeded Bert Beach as manager in the Churchill-White grain elevator at Spring Valley, Ill.

Mr. Funston, who has recently entered the grain business at Decatur, Ill., is making arrangements for the rebuilding of the elevator.

Parsons & Edwards are erecting a brick engine house, 12 by 14 feet, at their elevator at Philo, Ill., and will install a new 18-h. p. gas engine.

The Beardstown Grain & Lumber Co., Beardstown, Ill., has disposed of its lumber interests and will hereafter confine its time to the grain business.

R. B. Andrews, Washington, Ill., writes: Thru my advertisement placed in the Grain Dealers Journal I have bot an elevator, and will remove to Macon, Ill.

Edward Summers has succeeded Warner Mitchner as manager of Parsons & Edwards's elevator at Philo, Ill. Mr. Mitchner resigned on account of ill health.

The White Rock Elevator Co. has been incorporated at Kings, Ill., with \$10,000 capital stock. Incorporators: E. C. Hayes, R. M. King and George L. Clark.

J. M. Lambley, Hanna City, Ill., Apr. 22: Crops look well in this locality; have had nice rain, more needed; quite a little grain moving just now; hay crop short around here.

The Peru Elevator Co. has purchased the Kilduff Elevator at La Salle, Ill., and W. S. Ellsworth, who has recently sold his grain business there, will manage for the company.

E. P. Mueller of the Corn Products Co. at Milwaukee, Wis., has made arrangements to lease the feed house of the sugar refinery at Waukegan, Ill., and will use it for drying grain.

W. W. Hunt has purchased an interest in the grain elevator at Bishop Hill, Ill., and it is understood that he will take charge of the business and Harry Robertson, the former owner, will retire.

A grain elevator at Mendota, Ill., belonging to J. H. Dole & Co., and in charge of Phillip Maus, was damaged by fire Apr. 5, to the extent of \$2,000, which loss was fully covered by insurance.

The Farmers Elevator Co. has been

incorporated at Delavan, Ill., to conduct a general grain and elevator business. Capital stock, \$8,000; incorporators: Harry C. Meeker, S. M. Dooley and George E. Allen.

The McDonald Grain Co. has been incorporated at Green Valley, Ill., to deal in grain, livestock and general merchandise. Capital stock, \$10,000; incorporators: Franklin I. Velde, D. F. Velde and W. L. Prettyman.

Harry Allen of Allerton, Ill., has purchased for \$9,000 the elevator at Broadlands, Ill., formerly owned by Henley Eversole, who after having been in the grain business for ten years has decided to retire and will visit California.

U. M. Holmes, who formerly operated an elevator at Colfax, Ill., will again enter the trade, having bot for \$17,500 the elevator of J. E. Hawthorne, who for some time has conducted a grain and coal business at Colfax.

The National Cereal Milling Co., Peoria, Ill., will erect a mill costing \$150,000, with a daily capacity of 12,000 bushels of corn and 5,000 bushels of oats. The plans and machinery will be furnished by the Nordyke & Marmon Co.

The Lincoln Grain Co. of Lincoln, Ill., will build an elevator at Lawndale, Ill., to cost \$5,000. This company was recently incorporated to operate the elevators formerly owned by Paul Smith, deceased. Mr. J. C. Diffendorfer is president.

Chas. Hum, Borton, Ill., Apr. 22: The weather has been cold and dry; oats very backward and looks very bad; are needing rain; farmers are plowing for corn and are going to plow up the most of their wheat, as it has been too dry for it to do anything.

J. H. Pank & Co., proprietors of the malt house at Harvard, Ill., are contemplating the erection of an elevator, 60 by 100 feet, and 60 feet high, which will have a capacity of 200,000 bushels. On account of their increased business more room is needed. The daily output is 600 bushels, which the addition will increase to 1,200.

E. R. Ulrich & Sons of Springfield, Ill., have sold their elevator at Cerro Gordo, Ill., to J. M. Shively of that place, and the one at Waverly, Ill., to H. E. Ensley. They have bought the elevator at New Berlin, Ill., of Maxwell & Son. The reason for these changes is that the firm desires to have its elevator property nearer Springfield.

Clandon Bros. of Meadows, Ill., write: We have cribbed up our oat bin, which broke out last February, into four bins. The whole bin was 32 by 36 feet in size and 40 feet high, having a capacity of 40,000 bushels. Are also building a new two-room office out of building block, to be 13½ by 24½ in size with a 9-foot ceiling. It will make a nice substantial building, cool in summer and warm in winter.

The Illinois and Michigan canal will probably open for navigation Apr. 25th. Very little grain will be received at Chicago for the fact that all the dealers along the canal have already shipped their grain south. On account of using their boats, which would have been idle had they shipped by rail, and together with the saving of the freight, many of the dealers have figured that their profit has been nearly a cent over Chicago market.

INDIANA.

The Ft. Branch Milling Co., of Ft. Branch, Ind., will make some improve-

ments in its elevator and install a dump scale.

L. L. Cook of Tipton, Ind., has purchased and will operate an elevator at Hobbs, Ind.

Ray Stafford of New Castle, Ind., is looking for a location on which to erect a 6,000-bushel elevator.

W. G. West has moved from Washburn, Ill., to Attica, Ind., where he recently bought an elevator.

W. G. Sweet, Royal Centre, Ind., writes: The Grain Dealers Journal is all right, I am well pleased with it.

The Fuhrer-Ford Milling Co. has begun to rebuild its elevator which was burned recently at Mount Vernon, Ind.

G. T. Burrell & Co. have completed plans for the 40,000-bushel elevator to be erected at Logansport, Ind., by J. F. Johnson.

An elevator belonging to the Pennsylvania railroad at Valparaiso, Ind., was burned Apr. 6, together with 100 tons of hay. Loss, \$3,500.

The R. P. Moore Milling Co. of Princeton, Ind., has given the Reliance Mfg. Co. the contract for the erection of an elevator at Patoka, Ind.

Wm. B. Campbell, grain dealer for 25 years and member of the Board of Trade for 22 years at Indianapolis, Ind., died of cancer Apr. 17, aged 62 years.

The decisions bearing on the Landlord and Tenant law, which were unavoidably omitted from the last number, are given in "Suits and Decisions," this number.

P. M. Blankenship of Paragon, Ind., a former scoop shoveler, has joined the State Grain Dealers Association and is planning to build a \$1,000 to \$2,500-elevator at Paragon.

Harlan Bros. of Ambia, Ind., write that Summers Bros. of Bloomington, Ill., have bot the elevator of J. F. McCormick at Ambia, Ind., and on June 1 will take possession.

The Johnson Elevator Co. has been incorporated at Logansport, Ind. Capital stock, \$25,000; incorporators: John F. Johnson, Mattie L. Johnson, C. L. Prescott and George H. Prescott.

The Francisco Milling Co. of Francisco, Ind., is contemplating taking the milling machinery from its building and refitting it for a warehouse and elevator. H. E. Agar is purchasing the machinery.

The Fort Branch Milling Co. has nearly completed its elevator at McGary's Station, Ind. The company has its headquarters at Fort Branch and all mail should be sent there, as McGary's Station has no postoffice.

A correspondent at Ft. Branch, Ind., Apr. 8: Gibson county, Ind., will have a very light wheat crop; prospects very slight and almost all the old crop marketed; oats seeding just begun and very large acreage being sown.

A. M. Ludeman has purchased C. J. Walter's half interest in the firm of Ludeman & Walter, grain merchants at Wolcott, Ind., and will continue the business. C. J. Walter has bot the elevator of Kohl & Eden at Danforth, Ill., and May 1 will take possession.

J. M. Brafford, Frankfort, Ind., has sold his elevator at Kirklin, Ind., to the Banner Milling Co., and will move to Winamac, Ind., where he has purchased a mill and elevator of Weeks Bros. He has also purchased J. W. Long's elevator at Kewanna, Ind., and employed L. S. Conarroe as manager.

Meikel & McCurdy, two young men who conducted a bucket-shop at Indi-

anapolis, Ind., took French leave and their customers' money on the night of Apr. 16. The books containing a record of the bets had several pages torn out. While the victims are numerous, none will admit dealing with the illegitimate concern.

E. B. Carroll of Decatur, Ind., has bot the elevator at Monroe, Ind., formerly owned by Wesley Stults. For some time Mr. Stults has been receiving anonymous letters threatening personal injury and destruction of his property if he did not leave the country. At first, no attention was paid to these threats, but further warnings have so excited him that he will seek a location elsewhere.

IOWA.

Geo. Niesen of Wellsburg, Ia., is a scooper.

M. White uses the scoop shovel at Knierim, Ia.

W. J. Brown has succeeded S. O. Rosings at Whitten, Ia.

H. W. Hidy has discontinued his grain business at What Cheer, Ia.

Z. Reece has succeeded Sam Mellick in the grain business at Whitten, Ia.

Floyd J. Campbell of Omaha has bot E. Reichert's elevator at Farragut, Ia.

Frank V. Marsh has succeeded Mr. Rockwell in the elevator at Irving, Ia.

The Northwestern Grain Co. has broken ground for an elevator at Colo, Ia.

McKee & Walkinshaw have sold their elevator at Blanchard, Ia., to Danner Mill Co.

The Rothschild Grain Co. will remodel its elevator at McCausland, Ia., and put in a dump.

Will Cowan has succeeded W. B. Cowan as engineer at C. O. Howard's elevator at Waukon, Ia.

J. A. Beerman, Liscomb, Ia., Apr. 14: About two-thirds of the grain has been shipped from this point.

The E. C. Brown Co. has taken down its old elevator and is replacing it with a new one 45 feet high at Alta, Ia.

W. A. Bryant & Sons will replace their elevator at Green, Ia., with a new one thoroughly equipped with machinery.

O'Halloran Bros. and Garlock & Tassel are friends of the scoop shovel at West Union and Cambridge, Ia., respectively.

J. E. Miller of Green, Ia., will build a new elevator at Roots Siding, Ia., which will be furnished with modern machinery.

Fred Faulkner, Cedar Rapids, Ia., writes: Would not be without the bright, instructive Grain Dealers Journal—could not do without it.

The Kinsella Grain Co. of Omaha has purchased Mr. Yiesley's elevator interests at Blairstown, Ia., and will control the grain business of that town.

The Diamond Grain Co. of Des Moines, Ia., is building sixteen country elevators along the Des Moines, Iowa Falls & Northern Railroad.

The Scott-Logan Co. of Sheldon, Ia., and T. Iseland will build elevators at George, Ia., increasing the number of elevators in the town from three to five.

The grain elevator and extensive corn cribs belonging to O. F. Hulbut & Co., at Murray, Ia., were destroyed by fire Apr. 20, causing a loss of nearly \$40,000.

The Germania Grain & Stock Co. has been incorporated at Germania, Ia. Capital stock, \$4,000; incorporators:

George H. Wheelock and E. G. Seymour.

G. W. Newel, who for two years has been agent for the Inter-State Elevator Co. at Fenton, Ia., has resigned to accept a position as cashier of the Fenton State Bank.

The Western Grain Co. of Nashua, Ia., is making extensive alterations in two of its elevators, consisting of gas engines and three No. 4 Gerber Improved Distributing Spouts.

Turner Bros. of Cumberland, Ia., have bought the elevator of Samuel Donnell at Stanton, Ia., and will take possession May 1. The new firm owns elevators at Cumberland and Elliott.

An elevator owned by Denkmann Bros., stockmen at Durant, Ia., was destroyed by fire Apr. 17. Nothing was saved. Insurance, \$12,000. Sindt Bros. were the former owners of the elevator.

Fred Hecht, Clarence, Ia., writes that he has sold his elevator at Clarence to the Wells & Hord Grain Co. of Central City, Neb., which is remodeling it and installing new machinery and a gasoline engine.

H. M. Lee, manager for the Northwestern Iowa Grain Co. of Minneapolis, Minn., was at Woden, Ia., recently, to make arrangements for the installing of gasoline power in the company's elevator there.

J. A. Beerman, present manager for H. A. Robinson, dealer in grain, coal, lumber and live stock at Liscomb, Ia., writes that Mr. Robinson and his wife are staying at Las Vegas, N. M., for the benefit of her health.

G. H. Barber, Hawarden, Ia., Apr. 15: Wheat acreage, decrease 25 per cent; oats acreage, increase 10 per cent; corn acreage, increase 15 per cent; condition backward; spring dry and cold, with frosts every night.

J. Aug. Nylander and Austin Shadle have purchased the "Grange Elevator" at Ogden, Ia., which was owned by Wallace Farley and operated by Hennings & Hagge. The new firm take possession about the middle of August.

C. B. Lennon of Decorah, Ia., was a Chicago visitor last week. He expects to build an addition to his elevator at Castalia, in the near future. Business has been good with him, only he says he does not like to ship oats in furniture cars.

Judge McGee has declined to accept the offer of \$15,000 for the five elevators owned by the St. Paul & Kansas City Grain Co. at Marshalltown, St. Anthony, Zeiring, McCallsburg and Roland, Ia., and has instructed the receivers to re-advertise.

The Nye & Schneider Co. did not buy the elevator of the Northern Iowa Grain Co. at Sioux Rapids, Ia., as reported by the press. C. T. Likens and a silent partner have purchased the elevator and will conduct the business under the firm name of Likens & Co.

Geo. Graham, who has claimed to be in the employ of Moore Bros. & Felt-hous, dealers in grain and coal at Algona, Ia., signed that company's name to checks amounting to \$51.25 and passed them off on several of the town merchants. When the fraud was discovered Graham had disappeared.

Thos. G. Alvord, West Superior, Wis: A party just returned from Iowa reports that, as farmers have lost their seeding for the last three years, everything except the very low lands are under plow and the amount of land in oats

and corn will be very large; at present the ground is dry and good rains are needed, but as a rule the next crop after a dry year nearly makes up for the shortage of the year before.

In consideration of the granted exemption from taxation for ten years and a permit to lay tracks to make a connection with the Illinois Central Railroad, the Great Western Cereal Co. has agreed to double the present capacity of its plant at Fort Dodge, Ia., and in doing this a large elevator, feed mill and warehouse combined, will be built. This addition will increase the capacity of the plant to 15,000 bushels daily. At Muscatine, Ia., the same company has been granted special privileges and it will erect a two or three-story building, 300 feet long, which will be used in connection with the oatmeal plant.

J. R. Sage, director of the Iowa Crop Service, Des Moines, reports that the week ending Apr. 21 has been unseasonably dry, very light rainfall being reported from all districts. The conditions have not been favorable for growth of grass in pastures and meadows, or for germination of spring wheat, oats and barley. But there are no indications as yet of material damage to cereal crops. Unusually good progress for the time of the year has been made in plowing and preparing ground for planting corn, and the acreage of that great staple is likely to be larger than in recent years. In a few localities the planters have been started, but farmers are generally waiting for warmer weather. The soil is in an ideal condition for planting.

KANSAS.

Read the Report of a Co-operative Concern elsewhere in this number.

Brown Hedge and his father of Holton, have purchased the elevator at Perry, Kan.

J. M. Miller is now operating an elevator at South Haven, Kan., instead of Bluff City, Kan.

The Nevling Elevator Co. has been incorporated with \$30,000 capital stock, at Wichita, Kan.

The A. J. Poor Grain Co. will rebuild its elevator which was burned Feb. 15, at Luray, Kan.

The Morganville Mill & Elevator Co. has been incorporated at Morganville, Kan., with \$25,000 capital stock.

We will not honor requests for sample copies of the Grain Dealers Journal when written on plain paper by any one not known to be a regular grain dealer.

J. E. Kramer, who is connected with the Kramer Mills at Wellington, Kan., visited Belle Plaine a short time ago in quest of a site for a 30,000-bushel elevator.

The Midland Elevator at Bennington Kan., was destroyed by fire Apr. 8, together with about 1,400 bushels of wheat and 600 bushels of corn. Loss, about \$4,000.

The president of the Farmers Co-operative Association of Solomon, Kan., says eighty organizations like his own are now doing business in the Sunflower state.

Olathe Milling & Elevator Co., Olathe, Kan., Apr. 19: The average condition of wheat in this country, up-to-date, is about 90 per cent, but we need rain badly.

J. M. Miller, Bluff City, Kan., Apr. 9: Growing wheat promises 50 per cent of a crop in this vicinity; the tap

root on most of it is dead and consequently it is running up spindling.

H. Bell, Norwich, Kan., Apr. 21: Our wheat crop looks bad; oats looks well and rye prospects are for a full crop; 40 per cent of wheat ground put into corn; 45 per cent of last year's wheat crop remains.

F. W. Stine and father, J. L. Stine of Birmingham, Kan., have purchased the grain and feed business of Harman Clark & Co., at Holton, Kan., and will continue it under the firm name of F. W. Stine & Co.

Wilson, Griffiths & Co., Ozawie, Kan., Apr. 21: Never saw wheat look finer; we figure wheat on the Delaware bottoms at 100 per cent; is now from 6 to 8 inches high and fine; acreage larger than common.

The subscriber who sent copy of the last number of this journal to the Topeka newspaper did not favor either party. This journal is published exclusively for persons regularly identified with the grain business.

Chas. W. Smith, Almena, Kan., Apr. 17: Winter wheat and rye look fine; spring grain (wheat, oats and barley) good; but little rain; fine growing weather at present, has been sold and backward; corn planting commenced.

Roll & Kerley of Peck, Kan., have given the contract to P. H. Pelkey for a 5,000-bushel elevator. They also have in course of construction at Zyba, a new 6,000-bushel elevator, which they will run in connection with their house at Peck.

The Eagle Milling Co., Newton, Kan., Apr. 19: Wheat acreage increased over last year 10 per cent; condition at present 70 per cent of last year, owing to spotted condition of the fields the percentage of low grades of wheat will be increased considerably.

I. B. Kirkpatrick, Oregon, Kan., Apr. 8: Prospects for wheat are perfect at present and weather is all that could be asked for; acreage probably 5 per cent larger than last season; oats are all sown and are up and looking well; acreage about 10 per cent larger than last season.

James Butler, the great secretary of the Farmers Co-operative Association, seems to own the Topeka Journal. In its issue of Apr. 9 is published a choice lot of wild, fictitious statements regarding regular dealers. The article is so very wild as to prove the falsity of the claims to anyone familiar with the grain business.

A. H. Barlow, manager of the elevator at Waterville, Kan., owned by the Greenleaf-Baker Grain Co., received wheat from farmers on storage, speculated on the Board of Trade, got in debt to local banks \$15,000, had to give a bill of sale, broke down under the strain and has been sent by his family to a Kansas City hospital.

J. D. Earhart, Partridge, Kan., Apr. 19: 75 per cent of acreage was sown to wheat, 10 per cent will be plowed up and the remaining is 50 per cent of prospect; are needing rain badly, it will take lots of rain to make half crop; plant is weak and is not growing as it should for the time of year; 10 per cent of old wheat in farmers' hands.

The Newton Milling & Elevator Co., Newton, Kan., Apr. 19: The growing wheat is not doing well for lack of moisture and warm weather; the present condition in Harvey county is not over 70 per cent of a crop; about 20 per cent will be plowed up and put into

spring crop; oats have all been sown and are growing in good shape; corn is nearly all planted, and the ground is in good condition.

Collins Grain Co., Patterson, Kan., Apr. 21: The acreage sown to wheat at least doubles the usual amount; condition, one-half crop, but going back every day; usual amount of oats sown and looks well; if no wheat ground is put into corn, there will not be more than half the acreage for corn that is usually planted; ground is very hard and dry now.

The Marseilles Mfg. Co., thru its Kansas City branch office, recently has sold machinery for elevators to be erected by the Caney Grain Co. at Caney, Kan.; the Rea-Patterson Mill Co. of Coffeyville, Kan., at Angola and Elk City, Kan.; the Farmers Elevator Association at Argonia, Kan.; Roll & Kerley at Zyba and Peck, Kan., and by T. M. Polson at Cedarvale, Kan.

Land Milling Co., Neodesha, Kan., Apr. 19: Our growing wheat is fully as good as last year; southeastern Kansas is all right for a full crop this year for acreage is greater and from appearances wheat will yield as well, if not better, than the 1901 crop; we have had plenty of moisture all winter; last fall it was dry, but wheat went into the ground in fine condition.

The secretary of the Farmers Co-operative Association of Kansas has such overwhelming confidence in his ability to scare everything and everybody, he does not hesitate to talk big on all occasions. His latest pronunciamento is against the beef trust. It is a good thing for Kansas that Butler does so very much talking, because his wild utterances will soon turn the credulous farmers against him.

Roll & Kerley, Peck, Kan., Apr. 21: Acreage of wheat about same as last year, of which about 60 per cent was plowed up; balance shows condition of about 50 per cent, with favorable weather from now on; corn and oat acreage is necessarily much larger; would judge that 20 per cent of the wheat land was planted to oats and 80 per cent to corn; oats are looking well but needing rain badly; corn not up yet.

Bauman Bros., Neodesha, Kan., Apr. 19: The wheat acreage sown in this vicinity last fall is an increase of 20 per cent over the normal and the condition of the plant is nearly perfect at present, not any hurt from any cause; corn planting is under way and about two-thirds of a normal acreage will be planted; the season has been too cold thus far for the seed to germinate; too early to make prediction; a small acreage of oats; never much of a crop here.

President S. H. McCullough of the Farmers Grain, Live Stock and Co-operative Association of Solomon, Kan., in his annual address to stockholders said, "We find by experience that our organization is now two-fold, competitive and co-operative. Competitive in that we might be offered a price for wheat which we knew to be too low yet the next organization might unwittingly accept, thereby competing innocently against us. We propose to form a federation or community of interests of the different organizations, each one retaining its individuality, to facilitate the distribution of our products. We will have a man or men at some point to receive bids from mills, etc., and make these bids known to members and eliminate competition among ourselves, also to

bulk wheat and be in a position to furnish 50 to 100 or more thousand bushels at a time if better price can be obtained. This is not only feasible but absolutely necessary. The immense amount of business done by our organization causes us to realize this necessity."

KANSAS LETTER.

Ernest Lee of Blue Rapids has gone to Beatrice, Neb., to manage a mill.

J. W. Thomas of Home City, by a continued illness, is still confined to his home.

E. Lamboley of Lamboley & Johnson of Everest made a business trip to Topeka last week.

Mr. Eyman has purchased the interest of his partner in the firm of Eyman & Franz at Moundridge.

C. R. Latto of Sylvan Grove has disposed of his elevator property at Paradise to D. O. Miller.

John P. Charles, engaged in the grain business at Attica, has taken a partner, the firm being Mathews & Charles.

P. J. Cortelyou, who has long been engaged in the grain business at Corning, after a long and painful illness, died April 13.

Dan Wickard of S. A. Wickard & Son of Chanute spent some time in Topeka last week looking after the interests of his firm.—A. M. D.

MICHIGAN.

Thuston & Camp have gone out of the grain business at Findley, Mich.

Will Savage is again employed by F. E. Close & Co., in their elevator at Byron, Mich.

Fire insurance rates were increased 25 per cent Apr. 14 by the Michigan inspection bureau.

Willard Walter of Findley, Mich., will enlarge his elevator by building it 10 feet higher.

A. J. Frutchey has purchased Chas. F. McGeorge's interests in the elevators at Brown City, Mich.

Watson & Frost of Grand Rapids, Mich., will replace their burned elevator with a \$30,000 plant.

The Grand Trunk Elevator at Port Huron, Mich., has been repaired and improved and is ready for grain.

The Tekamah Elevator Co. of Tekamah, Mich., is tearing down its old plant to make way for a new one.

Davy & Co. have bought the mill building at Evert, Mich., and will remodel it for a grain elevator and warehouse.

The Stockbridge Elevator Co. is erecting a 100-foot addition to its elevator at Alma, Mich., in order to meet the requirements of its rapidly increasing business.

D. C. Roscoe, Aingar, Mich., Apr. 14: Wheat and clover wintered through good, but we need rain and warm weather very much now; damage one-fourth now; all other business good.

Fire at Oak Grove, Mich., recently destroyed the grain elevator of the Michigan Milling Co. The loss was very promptly adjusted by the Michigan Millers Mutual and the Millers National Insurance companies, and rebuilding of the plant has begun.

W. H. Rogers & Son, Adrian, Mich., Apr. 14: The wheat crop has been doing better of late and now needs warm rains to insure a fair crop; very few oats sown yet, though the farmers are fast preparing the ground; some barley and peas have been planted; at present the ground is in fine condition for spring seeding.

MICHIGAN LETTER.

The prevailing weather has been mild and favorable to the growing wheat.

The Cream of Oats Co. has been incorporated at Coldwater, Mich., with \$300,000 capital stock, to manufacture food.

Country roads are now in fine condition and farmers are bringing in their corn and oats quite freely, but the movement of wheat continues slow.

The Manton Produce Co. at Manton, Mich., has recently been organized with a capital stock of \$20,000, of which \$6,000 is paid in. W. McGregor, W. D. Wade, C. L. Van Vranken and C. U. Clark are members of the firm. A large warehouse and elevator is to be built.

The Petoskey freight of both the Grand Rapids & Indiana and the Pere Marquette roads will operate under the car service association. Under this new rule car lot shippers are given but forty-eight hours in which to load or unload cars, and any additional time must be paid for at the rate of \$1 per day or fraction of a day.—W. S. R.

MINNESOTA.

Newdall Bros. will erect an elevator at Cobden, Minn.

Van Dusen & Co. will install a dump scale in their elevator at St. Peter, Minn.

The Caledonia Stock & Grain Co. will build a large elevator at Spring Grove, Minn.

Elevator K at Duluth, Minn., received a big car of wheat Apr. 4. It contained 113,190 pounds.

Minneapolis grain merchants are making a special effort this season to procure reliable crop reports.

The St. Anthony & Dakota Elevator Co. will install a new gasoline engine in its elevator at Lengby, Minn.

Minnesota farmers are increasing the acreage of flaxseed, corn, oats and barley, at the expense of wheat.

Ed Buckmaster has succeeded Ed Thompson as buyer for the Independent Elevator Co. at Lake Park, Minn.

An elevator at Jordan, Minn., belonging to H. H. King & Co. of Minneapolis, was slightly damaged by fire recently.

James Flannigan, at one time a state grain inspector at Minneapolis, Minn., died recently at Barron, Wis., of paralysis.

The Peavey Elevator Co. and Thom, Christensen & Co. have closed their elevators at Rushmore, Minn., for several months.

Fridolin Wurst, proprietor of the Richmond Roller Mill at Richmond, Minn., will build a new elevator, engine house and install a new boiler.

G. E. Gee Grain Co., Minneapolis, Minn., Apr. 14: Owing to bad weather in the Northwest wheat seeding must of necessity be late and uncertain.

The Benson Grain Co. has been incorporated at Heron Lake, Minn. Capital stock, \$100,000; incorporators: J. W. Benson, F. S. Kingsbury, V. E. Butler and Fanny Southworth.

F. W. Werdin, Glenwood, Minn., writes: The Minneapolis & Northern and the Interstate Elevator Companies will build elevators at Rothsay Minn. The latter company had its elevator burned last January.

F. W. Werdin, Glenwood, Minn., writes that M. T. McMahon, who has been renting the Farmers Elevator at Dalton Station, Minn., has purchased

the elevator of Andrew Korstad at that place and May 1 will take possession.

The Caledonia Stock & Grain Co. has been incorporated at Caledonia, Minn., to conduct a general business in grain and live stock, with \$20,000 capital stock. Incorporators: Philip Schwebach, Walter Goergen and others.

Thom, Christensen & Co., Rushmore, Minn., Apr. 12: Farmers in this vicinity have finished seeding small grain; weather conditions have been nearly perfect for early seeding; a good shower with warm weather would be greatly appreciated now.

Butcher & Co. of Minneapolis, Minn., have begun the erection of a 100,000-bushel mixing house to cost about \$75,000. A wooden structure will be built first, which later will be increased by brick storage tanks. The W. S. Cleveland Elevator Building Co. has the contract.

Wm. J. Buttschau, Fairmont, Minn., Apr. 15: A number of farmers are seeding their farms over again on account of dry winds which have blown the dirt away from the roots, causing the plant to die for want of moisture; must have rain in a week or ten days or there will be no prospects for coming crops.

E. J. Markham has purchased the elevators at Waltham and Mayville, Minn., of 20,000 bushels' capacity each, and formerly owned by the St. Paul & Kansas City Grain Co. The houses will be repaired and a cleaner installed at Waltham. The Mayville house will not open until Aug. 1, but the Waltham house is now in operation.

Hubbard & Palmer of Mankato, Minn., will build a 160,000-bushel mixing house at Kasota, Minn., which will have thirteen stands of rope driven elevators, two receiving scales, two car pullers and two power shovels; be thoroughly equipped with cleaning machinery, and a 200-h. p. corliss engine. The W. S. Cleveland Elevator Building Co. has the contract.

F. W. Werdin, Glenwood, Minn., writes that there are three grain dealers at Ashby, Minn.; the Minneapolis & Northern Elevator Co., the Northwestern Elevator Co. and B. E. Ellington. Mr. Ellington will build an addition of 10,000 bushels' capacity this spring, which will give him storage room for 25,000 bushels. He will also install a dump scale. The Northwestern Elevator Co. is rebuilding its plant, which was burned recently.

The terminal elevator of the Tredway Elevator Co. at Glencoe, Minn., containing 16,000 bushels of wheat and about 7,000 bushels of coarse grain was completely destroyed by fire Apr. 8. The office furniture alone was saved. The elevator was in operation at the time, and the fire, which originated in the cupola, is supposed to have been caused by friction in the head of one of the stands of elevators. Loss on grain and building, about \$20,000, fully covered by insurance. The salvage from the wreck was purchased by Griggs Bros., of St. Paul. The elevator will be rebuilt.

The nineteenth annual report of the trade and commerce of Minneapolis, Minn., compiled for the Chamber of Commerce by G. D. Rogers, secretary, contains a statement of the receipts and shipments each month on different railroads; the daily carlot receipts and shipments of various grains; the opening, highest, lowest and closing prices of wheat each day; the rules of grading, and much general information. Colonel

Rogers says: Inspection at Minneapolis differs largely from the inspection at Duluth, so that the grain forwarded from either place to the other has, considerable of it, to contend with this difficulty. This creates much embarrassment in the country, for with different grading at the terminal points, country dealers are unable to follow closely terminal values. It is quite evident that wheat in many instances going to Duluth gets higher grading than when coming to Minneapolis.

MISSOURI.

Readers will confer a favor by sending notices of new firms, new elevators and business changes.

In the recent deal in May wheat at St. Louis the shorts gracefully capitulated at about 80 cents.

The R. C. Stone Milling Co. is building a large addition to its elevator at Monet, Mo., which will be used for a warehouse.

The members of the clearing house of the Kansas City Board of Trade have voted to increase the membership by 100 and the capital stock from \$5,000 to \$10,000.

Wm. R. Ruxton Commission Co., Springfield, Mo., Apr. 14: Wheat crop is looking well in this section; more acreage in wheat than usual in this county.

The A. J. Poor Grain Co. is building a warehouse and elevator at Kansas City, Mo., 50 by 100 feet and four stories high, to be used in handling grain and seeds.

C. D. Whiting & Co., Lee's Summit, Mo., Apr. 22: Crops here are doing well, but we are getting a share of Kansas wind and need rain; indications good, but it don't rain!

The April report of the Missouri state board of agriculture gives the condition of wheat on Apr. 4 as 90 per cent, rye 92 per cent, clover 57 per cent, and timothy 68 per cent.

The W. B. Harrison Grain Co. has been incorporated at St. Louis, Mo., with \$3,000 capital stock. Incorporators: Charles H. Teasdale, W. B. Harrison and John Mackey.

Kansas City has set a splendid example for St. Louis in the establishment of a weighing department, which works vigorously in many different ways to reduce shortages in grain shipments to a minimum.

R. E. McClellan of St. Louis, Mo., who severed his connection with the grain business a short time ago, contemplates going back to his first love, and will form a connection with some commission firm.

The storage and elevator plant which the Des Moines Elevator Co. is erecting on the Wabash Railway at Moberly, Mo., will have a capacity of 100,000 bushels and be used for handling and cleaning grain to be exported through the Gulf ports.

The directors of the St. Louis Merchants Exchange on Apr. 16 authorized the weighing committee to establish a weighing bureau to be under the supervision of the Exchange. The regulation will take effect June 1 at all public and private elevators, warehouses and mills.

Thos. L. Ewan Grain Co., Kansas City, Mo., Apr. 16: The precipitation during the crop year has been a great deal less than we have had in a number of years and this is our reason for believing that it will take unusually fa-

avorable weather from now on to make 60 per cent of a crop.

The St. Louis Merchants Exchange has warned all weighers not to stamp their certificates "Merchants Exchange" to falsely make them appear official. At present there are no official certificates of weight, and there will be none until the new bureau of the Merchants Exchange is established, which will be June 1.

An elevator at Cassville, Mo., belonging to S. B. Reynolds and containing 2,000 bushels of wheat and 1,500 pounds of flour, was destroyed by fire April 13. Mr. Reynolds' large flouring mill also was burned, making his total loss between \$8,000 and \$10,000, with \$2,000 insurance. While he was away from the house it was entered and robbed of \$300 in cash, some valuable papers and clothing. Two unknown men were seen coming from the mill when the alarm was given and it is thought they set fire to the buildings for the purpose of robbery.

NEBRASKA.

Evans & Co. are making repairs on their elevator at Alvo, Neb.

Frank Spurcks of Nelson, Neb., will enlarge his elevator this season.

The Omaha Elevator Co. has decided to close its elevator at Warnerville, Neb., during the dull season.

Louis Meyers of Germantown, Neb., is repairing his elevator at Leahy, Neb., and will put in new hopper bottoms.

E. H. Reed has rented the elevator of Christ Oelke at Paul, Neb., and Mr. Oelke has moved to Anadarko, Okla.

Sam Bittenbender will build an elevator of 10,000 bushels capacity to be run by a gasoline engine at Ponca, Neb.

The Nebraska Grain Dealers Association will hold its annual meeting at the Millard Hotel, Omaha, Wednesday, April 30th.

H. B. Karsting, Mt. Clare, Neb., April 15: At present the growing wheat needs rain; a very small amount of last year's crop in farmers' hands at this point.

The Holmquist Grain & Lumber Co. has been incorporated at Oakland, Neb. Capital stock, \$250,000. Incorporators: O. Holmquist, John Moseman, J. W. and A. C. Holmquist.

J. H. Hughes, Ravenna, Neb., April 20: While dry, nothing is suffering yet; largest acreage ever put in in fall grain; stand of growing grain is good; no material danger from army worms.

Wm. S. Swanson, Oakland, Neb., April 19: Acreage is same as last year; wheat and oats are all sowed and most of it up, though thin, as we need rain badly; plowing for corn is well under-way.

W. K. Hayden, Oak, Neb., April 21: The acreage of wheat is about 33 1-3 per cent larger than last year; wheat looks fairly well, but needs rain; some fields are turning yellow and farmers claim that some are dying.

J. H. Pope, Roseland, Neb., April 21: Fall wheat in my territory is in fair shape; some early sown fields are frozen out some in spots, but, as a whole, our prospects are good for 80 per cent of a full crop, if we get rain, which we are now in need of.

Sam Bittenbender, Ponca, Neb., Apr. 21: Seeding of wheat and oats all completed under favorable conditions, acreage of wheat decreased 25 per cent, oats increased 30 per cent; acreage of corn

will no doubt be increased 15 to 20 per cent if the weather will permit.

Sandford Richards, Orleans, Neb., Apr. 19: Acreage in Harlan county of small grain now in ground 25 per cent greater than ever before and looking well; the promise is as good as the most anxious could wish; should the rainfall be light in the near future conditions will change.

John E. Jones, buyer for Chas. Counselman & Co., Ruskin, Neb., Apr. 21: Four-fifths of the acreage is in wheat (fall), which is in a very backward condition on account of the need of rain, yet there is a chance for 25 per cent of a crop; one-fifth in oats, which are coming up nicely; the remainder of the acreage is in pasture and will be in corn.

Jno. C. McDermott, agent for the Central Granaries Co., Odell, Neb., Apr. 21: Wheat acreage is the largest in the history of this territory, fully 50 per cent more than last year; oats about 20 per cent less than last year; weather very dry here at present; wheat looking fairly well so far, with rain soon will still have good crop; oats doing well; farmers preparing ground for corn.

J. A. Harvey, Odell, Neb., Apr. 19: In my territory the acreage is a good third more than in 1901; the crop is doing nicely at present, but needs rain; the stand and color is much better than last year; oat acreage is about the same as in 1901 and oats are coming up in good shape, with stand far ahead of last year; while we have had no rain to amount to anything this spring, the ground is in fine shape for working; corn planting will commence next week.

E. W. Noyes, Pleasanton, Neb., Apr. 21: Prospects for winter wheat and rye, especially rye, are not as good as last year at this time; the spring has been very dry and cold giving the fall army worm a chance to get in its work. Worms have taken a few pieces, but the damage is not extensive; we should have rain soon and warmer weather or a short crop of winter grain will result. Estimated acreage of crops this year: Winter wheat, 15,000; spring, 4,200; rye, 12,500; corn, 10,250, and oats, 1,200.

A. C. Duerling, Rising, Neb., Apr. 21: Crops in this vicinity are in pretty fair shape; wheat is stooling very fast and has a nice color, oats have not even come up on account of the cold, dry weather, but as the weather has changed it will all loom up and a little rain will put things in fine shape; no corn has been planted yet. We have fully 10 per cent more fall wheat than last year and this is cut in mostly on the oats, making a little less acreage than last year; corn about the same as last year.

Pierce Milling Co., Pierce, Neb., Apr. 21: Acreage of spring wheat in this section about the same as last year, oats average 15 per cent more; barley 20 per cent more; wheat shows up well so far; conditions favorable for germination and a good stand reported; oats and barley also doing well. The month has been dry for April, but the soil was well saturated last fall and in March and no damage has been done so far. What winter wheat there is in this county came through the winter in good shape and is looking well. This is a spring wheat county and there are not to exceed 500 acres of winter wheat in the county.

J. F. Strobehn, agent for the Nebras-

ka Elevator Co., Ruskin, Neb., Apr. 19: In regard to acreage, we had about one-half in wheat. Wheat has been going back all along on account of dry weather and winds and a good deal of the fall plowing and volunteer was frozen out and some will have to be put into corn; corn stubble wheat generally good and not much frozen, and if we have rain soon we might yet raise a considerable amount; oats acreage not very large, but oats look well so far, though they are growing very little, as we have had no growing weather. Farmers talk of planting corn soon. A good deal of wheat has been fed here and none is moving to speak of; men that have wheat to sell are nearly all holding to see what the growing crop is going to be.

NEBRASKA LETTER.

Geo. S. Hayes & Co., of Hastings, have bought the elevator formerly operated by Wm. Gehrke at Shickley.

The Updike Grain Co., of Omaha, has purchased from W. M. Vanburen & Son the elevator formerly operated by them at Shickley.

The Westbrook Grain Co., of South Omaha, has purchased and will operate elevators formerly owned by the Pacific Grain Co.; at Oconto, Sumner, Miller and Callaway.

Milmine, Bodman & Co., of Holdrege, have bought and will hereafter operate the elevators that were formerly operated by J. Delaney, at Sutton, Grafton, Harvord and Clay Center.

The weather has been unusually favorable to spring wheat seeding, and it is believed that a large acreage has been put in north of the Platte. Very little of this variety of wheat is now sown south of the Platte.

The dealers visiting Omaha state that the corn acreage south of the Platte will be materially decreased this year, owing to the large winter wheat acreage, while north of the Platte the corn acreage will perhaps be larger, making the aggregate acreage for the state about as usual.

The annual meeting of the Nebraska Grain Dealers Association will be held April 30, Omaha, Neb. This will be a strictly business session, and matters coming before it will be crowded so as to enable the dealers to leave for home that night if they so desire. The Millard Hotel has been selected as headquarters, and the meeting proper will be held in the ball room of this hotel.

The excursion proposed by the members of the Nebraska Grain Dealers association has been given up, for this spring at least. Replies received by the secretary indicated that the majority preferred going South. As the season is rather late to make traveling in that section comfortable, it was thought better to defer the trip until a season when it could be better enjoyed. As a sufficient number expressed their willingness to participate in a trip of this kind it is more than likely that a trip will be arranged for later.

Until the past few days, the most conservative have not admitted any considerable damage to the wheat crop. The growth of the plant has been slow, but this was looked upon as an advantage in its favor, rather than a detriment to it. The past week, however, has been very dry and a part of it extremely hot for this season of the year, and those who would not admit of injury before are beginning to fear it now, unless rain comes within a day or two. Tempera-

ture and atmospheric conditions during the past few days have tended toward rain, but up to April 21 none has been received.—E. C.

NEW ENGLAND.

Louis Stein, grain dealer of Boston, Mass., has filed a petition in bankruptcy. Liabilities, \$1,595; assets, \$785.

Potter Bros. of Greenfield, Mass., have purchased the grain business of E. M. Elmer at Buckland, Mass., and leased his mill. The brothers intend to erect a large storehouse and coal shed and deal extensively in grain and coal. Mr. Elmer will be their manager.

NEW YORK.

Samuel N. Swartout has bought an interest in the firm of Cady & Thorne, grain dealers at Auburn, N. Y.

The warehouses and elevators on the Atlantic dock at Brooklyn, N. Y., are being torn down to make way for a railroad.

C. T. Doorty now has full charge of O. G. Spann's car grain department at Buffalo, N. Y. He has succeeded B. J. Burns.

The new Dakota elevator at Buffalo, N. Y., went into operation Apr. 14 with the unloading of the steamer Chas. Stewart Parnell.

We are indebted to F. Howard Mason, secretary, for a copy of the annual report of the Buffalo Merchants' Exchange for 1901.

F. M. Ingelow, who, in connection with his son, T. Ingelow, composed the firm of F. M. & T. Ingelow, dealers in grain, coal and produce, died Apr. 10 at Rochester, N. Y.

The Marine Elevator Co. of Buffalo, N. Y., has elected the following directors: C. Lee Abell, Emma L. Abell, C. W. Volger, E. A. Macpherson, Daniel O'Day and C. G. Talcott.

The N. Lawrence Co. has been incorporated at Dobbs Ferry, N. Y., with a capital of \$100,000, to deal in grain, hay and feed. Incorporators: Abner Riende, G. F. McKinney and Albert Reynaud.

Isaac Wyman, a member of the firm of Jacoby & Co., grain and flour dealers of New York city, died Apr. 7, aged 76 years. He had been a member of the New York Produce Exchange for twenty years.

Fred K. Fish, who has been on the Chicago Board of Trade for the last year, has returned to New York and resumed business on the Produce Exchange. He says there is no place like New York.

Joseph B. Bartram, the senior member of the firm of Bartram Bros., commission merchants and grain dealers of New York, and for 15 years a member of the New York Produce Exchange, died Apr. 10, aged 62 years.

James B. Carberry, senior member of the firm of J. B. Carberry & Co., grain exporters and traders at New York City and for 15 years a member of the New York Produce Exchange, died Apr. 10 at his home in Westfield, N. Y., aged 76 years.

Hon. Joseph I. Tarte, minister of public works of Canada, accompanied by his daughter and other friends, recently made a tugboat trip of inspection among the grain elevators of Buffalo, as the guests of F. J. Weber, president of the Steel Storage & Elevator Construction Co.

William H. Wallace of the grain firm of William H. Wallace & Co. of New York City died suddenly of heart disease, Apr. 13, aged 59 years. He was a member of the New York Produce Exchange and was well known among the grain men of the United States. At one

time he was connected with the brokerage business of Kent & Co.

The grain committee of the New York Produce Exchange has recently decided that it is contrary to the commission rule for a member to leave options open free of commissions until May 1, on a sale March 21 of 50,000 bushels of wheat, c. i. f., Buffalo, shipment within 10 days of the opening of navigation at seven and one-half cents under May wheat, buyer to give seller 50,000 bushels of May wheat, New York. It was also decided that a broker has no right to handle options free of commission when he negotiates a trade in cash grain involving futures, and in which he is not a principal.

BUFFALO LETTER.

A gross freight of \$25,000 on three cargoes of flaxseed from Duluth is the record of the big steamer H. L. Shaw. The third cargo arrived this spring.

"No white wheat offering" is getting to be the regular market report of the car business from the west. It is much the same thing with red wheat also, though some does still come in by car.

The lake grain fleet is very small at the opening of the season. It used to be common to get 7,000,000 to 10,000,000 bushels of winter-loaded grain just as fast as it could come down, but the receipts so far have been only about up to the average of the entire season.

It is strange how much wheat there is still in the hands of the New York state farmers, spite of the fact that it was supposed to have been destroyed by the Hessian fly. The cereal manufacturers still are getting white wheat from that source and paying the premium.

Canal freights open at 3½ cents on corn to New York, a fair rate if there is no more competition from the roads than there was last season. The canal opened Apr. 24, an early date, secured in part on account of the fleet of 100 boats or so, mainly grain-laden, that was frozen in last fall and has had to remain all winter.

The grain dealers did not take part in the late trade excursion over the Pennsylvania road, one or two who had intended to go, being detained at the last moment. Business men who did go, though, appear to be much pleased with the result of the venture. This is the third trip of a week that has been made under the auspices of the Merchants' Exchange.

The H-O oatmeal company is still expanding its offices in the Mutual Life building, so that by May 1 it will have an entire floor and part of another. There is the usual complaint from the office that the price of grain is so high as to make it very hard to get a profit out of the business, as the price of the specialties cannot be advanced to any extent.

The Merchants' Exchange has just issued its rules that are to govern trading in grain futures, of which the following are the salient points. Deliverable grain consists of No. 1 northern spring wheat, No. 2 red wheat, No. 3 yellow corn, natural No. 3 white oats or No. 2 white clipped oats, No. 2 rye. Commissions will be ⅓ cent a bushel to outsiders and 1-16 cent to members.

The movement of practically all sorts of grain is still very small, yet the monthly reports show at least a respectable amount, especially as oats are in greater proportion than they usually are. The amount inspected during March was 1,685 cars on track, against 1,013 during February, which is at least a good increase and one that ought to be still further improved upon this month.

The Buffalo grain traders are still perfecting their option-trading plan and have arranged to obtain a fast wire from Chicago, so that there will be no rival concern getting in ahead of them. The Merchants' Exchange does not bear the extra expense, as that has been covered by subscription. Probably the clearing house will not be in full operation when the new grain pit is opened, but that will be ready soon after. The outside encouragement has continued, so that it is felt that with a fair amount of home patronage the venture will be a success from the beginning.

The Lake Shore road has come down from its very high horse on the question of transferring car grain that is not to lose its identity here. When the track elevators here begun bulking the grain this road put on a charge of \$2 a car for the direct transfer of graded grain. The other roads, however, did not follow the lead, and in some instances did the work for nothing, as they obtained pay for other work in that connection. On that account the Lake Shore lost business rapidly, so that it has now sent out a notice that it will make the transfer for \$1. As it is still higher than most of the other roads there may still be need of modification of the charge.—J. C.

NORTHWEST.

A farmers' elevator will be built at Kelso, N. D.

Mr. Tavior will build an elevator at Sanborn, N. D.

The National Elevator Company will erect a 30,000-bushel elevator at Crystal, N. D.

Honey Bros. will build a circular steel elevator of 50,000 bushels capacity at Park River, N. D.

S. L. Bunday has resigned his position in the elevator at Arlington, S. D., in order to take up other business.

The Farmers Elevator Company has secured a site and will soon begin the erection of an elevator at Hartford, S. D.

The Duluth Elevator Company will replace the old power house at Crary, N. D., with a new building which will serve as engine house and office and will be furnished with an improved gasoline engine. M. D. Kavanaugh is local agent.

The high water in the James River at Jamestown, N. D., so threatened the mill and elevator of the Russell Miller Milling Company, that it was found necessary to demolish the dam. The buildings, which contain 30,000 bushels of grain, are nearly new and more valuable than the dam.

The Imperial Elevator Company will immediately begin the erection of ten new elevators along the lines of the Great Northern in North Dakota. The elevators will have a capacity of 40,000 bushels each and cost about \$6,000, thus making the total cost \$60,000. These elevators will increase the grain storage capacity of the Imperial Company to about 2,000,000 bushels.

OHIO.

Material is on the ground for an elevator at McGill, O.

C. S. Myers, grain buyer at Old Fort, O., was married recently.

The Beaver Dam Elevator Company is building an elevator at Beaver Dam, O.

Hosler & Bergen are building a new elevator at Findlay, O., on the L. E. & W. tracks.

Mr. Chamberlain of North Lewiston has purchased A. Herr's grain interests at Mingo, O.

The Northwestern Ohio Millers and

Grain Dealers Association will meet at Fremont May 1.

Readers will confer a favor by sending notices of new firms, new elevators and business changes.

The Churchill Elevator Company of Toledo, it is said, will erect a branch elevator at McComb, O.

The Maplewood Elevator Company of Maplewood, O., will equip its elevator with new machinery.

The Northwestern Ohio Grain Dealers and Millers Association held a meeting at Fremont, O., April 17.

Elias Felt, Calvin Hauenstein and D. A. Hochstett & Company are building elevators at Beaver Dam, O.

The new elevator at St. Henry, O., under the management of Mr. Feldman has begun to receive grain.

H. H. Roose & Co. of Payne, O., have bought machinery for their elevators at Payne, O., and Edgerton, Ind.

R. Turner & Son will repair their elevator at Kimball, O., installing new elevator machinery and hopper scales.

The Brighton Elevator Company will hold an opening at Brighton, O., June 13, and several prizes will be awarded.

Ireton Bros. & Eikenberry of Tipton, O., are making improvements in their elevator and installing new machinery.

Smith Bros., hay and straw balers of Bellevue, O., have leased a site for an elevator and will enter the grain trade.

The Cleveland Milling Company of Cleveland, O., writes that the Cleveland Grain Company has increased its capacity.

C. Clarence Wolfe will succeed his father, Jessiah Wolfe, the pioneer grain dealer at Lindsay, O., who has decided to retire on account of ill health.

Gen. Isaac Davis, who for more than twenty-five years has engaged in the grain and wool business at Findlay, O., has retired and will enter politics.

Henry Detjen is making arrangements for the erection of a warehouse and grain elevator at Moulton, O., which he wants completed in time for this year's crop.

Meetings of the Ohio and Indiana Grain Dealers Association and the Northwestern Ohio Grain Dealers Association were held at the Toledo Produce Exchange April 16.

J. H. Harbine, Alpha, O., April 14: Growing wheat looking well; fruit prospects good except on peaches, which are an entire failure; much corn will be planted this season.

The April report of the Ohio department of Agriculture gave the condition of wheat as 74 per cent, winter barley, 77 per cent; winter rye, 79 per cent, and the condition of corn in crib, 84 per cent.

The secretary of the Ohio Grain Dealers Mutual Fire Insurance Association is now writing policies for the Millers National Insurance Company on Ohio elevators. The association has not yet suffered a loss, although it has \$200,000 insurance in force.

Homer Chisman, chief grain inspector of the Cincinnati Chamber of Commerce, was startled April 7 to receive a telephone message from his daughter announcing her clandestine marriage to one William Coleman, a street car conductor, who, tho a nice young man, was too bashful to present himself at the young lady's home during their two years' acquaintance. Mr. Chisman informed his daughter that she would be welcomed back with open arms.

Short weights were warmly discussed at the regular meeting of the Northwestern Ohio and Eastern Indiana Grain Dealers Association, held at Toledo April 16. B. Herzer of Pauling, O., stated that many shippers believed a great deal of the short-

age was caused by the car-sweeping permitted at elevators. The charge that sweepers would sometimes sell the grain back to the elevator was vigorously denied by E. H. Culver, Chief Inspector of the Produce Exchange, who offered \$200 reward out of his own pocket for information leading to the detection of such fraud. All grain handled by the elevators is weighed four times. W. H. Bergin, president of the Exchange, stated that the Exchange was always glad to investigate any grievance and invited their frequent visits to the Board. A. W. Boardman, manager of the East Side Iron Elevator, demonstrated that weights at his house were accurately taken. He cited an instance where a country shipper has been short and made complaint, only to find on investigation that his foreman had been giving out tickets for grain never received. The next meeting of the association will be held April 30, at Fort Wayne, Ind.

PACIFIC COAST.

Sam Williamson, Salt Lake City, Utah, April 8: We are having fine rains and the autumn sown wheat is looking well; the farmers are busy putting in spring wheat, oats and barley.

The jute grain bag factory at the Washington state prison has sold only 500,000 of its output of 1,400,000 sacks on account of the higher price asked, 6.35 cents; compared with 6.25 in the open market.

J. K. Smith, secretary and treasurer of the Washington Grain & Milling Company, and M. Moriarty, president of the same company, at Spokane, Wash., have purchased the Reardon Exchange Bank. Mr. Smith has had the management of the business at Spokane and Mr. Moriarty at Reardon, where over 200,000 bushels of wheat was handled last season.

PENNSYLVANIA.

The Seclar Elevator Company has been incorporated at Pittsburg, Pa., with a capital of \$1,000.

Lyman Smith has bought the interest of William Floray in the firm of Foreman and Floray, dealers in grain and coal at Centre Hall, Pa.

The Lackawanna Mill & Elevator Company of Scranton, Pa., is building a large warehouse in connection with its elevator and mill on the main line of the D. L. & W.

The Kiser Mill & Elevator Company, composed of W. W. Kiser, E. W. Worthington, D. L. Fickes and A. F. Kiser will erect a grain elevator at Scranton, Pa. Work has commenced and by June 1, the company will begin business.

SOUTHEAST.

Marable Bros. have opened a grain store at Concord, N. C.

E. H. Strapp, Blandville, Ky.: Wheat is looking well in this section.

The New Haven Mill Company will build a grain elevator at New Haven, Ky. The Red Cross Milling Company is planning to build a grain elevator at Clay, Ky.

The Hillsborough Grocery Company has been organized at Tampa, Fla., and will deal in grain.

L. B. Payne of Gallatin, Tenn., has let the contract for a 65,000-bushel elevator to G. T. Burrell & Co.

The Burgin Elevator Company and the Burgin Roller Mills of Burgin, Ky., have recently installed gasoline power.

R. U. Kevil & Sons are erecting a 50,000-bushel elevator at Princeton, Ky., for handling the wheat for their mill.

I. S. Giddens & Company of Tampa, Fla., will build a warehouse at once, to be 105x160 feet and three stories high.

Samuel M. Reynolds, who at one time engaged in the grain and fertilizing business at Middletown, Del., recently died.

Silas W. L. Beard of Hagerstown, Md., who for twenty years has operated the elevator at East Hagerstown, died of paralysis April 10, aged 57 years.

The auction sale of sample tables on the Baltimore Chamber of Commerce, April 7, netted \$710 in premiums, against \$692 last year. The first choice was bot by Gill & Fisher at \$29.

The Evans & Evans Milling Company of Linnville, Tenn., has given the Barnard & Leas Manufacturing Company, the contract for an engine outfit and elevator at that place.

W. H. Henderson of Lexington, Ky., writes that Byrnes & Lewis have enlarged their warehouse, giving it 40,000 bushels capacity and that Sharp & Veal have succeeded Nottengel & Bro., having purchased their flour and grist mill for \$8,500.

The Forked Deer Milling Company of Dyersburg, Tenn., has given the contract to the Barnard & Leas Manufacturing Company for a 20-barrel plansifter mill, a 500-bushel meal plant, a corliss engine plant and the machinery for a 15,000-bushel elevator.

F. L. Smith, Adairville, Ky., April 14: No improvements of any kind in this section; we are at great disadvantage in railroad rates and instead of improvements in the lines of the grain business, the fine little mill we have here has been allowed to run down.

L. W. Powers, Norfolk, Va., informs us of the incorporation of the Model Milling & Warehouse Co. at Norfolk, with a capital stock of \$30,000, to conduct a general milling, manufacturing, warehouse and storage business. Officers: H. B. Nichols, president; S. M. Simpson, vice-president and general manager; J. B. Blackburn, secretary, and A. Brinkley, treasurer.

We are indebted to R. L. McKellar, A. G. F. A. of the Southern railroad for a copy of the Commercial Appeal of April 1. It contains 44 pages of profusely illustrated matter giving evidence of the hustle and enterprise of Memphis, the Hub of the South, and yet it did not have room to tell half the story as dealers who attend the annual meeting of the Grain Dealers National Association Oct. 1, 2 and 3 will readily discover.

The Southeastern Millers' Association at its meeting at Nashville, Tenn., April 9, voted to advertise warnings against short weight flour packages in all the weekly papers of the South. The expense is warranted by the extent of the evil which it is sought to cure. Consumers are being defrauded of \$1,000,000 annually; and the millers who put up full weight packages and the dealers who handle no other are great sufferers from the illegitimate competition.

I. B. Nail, state commissioner of agriculture, Frankfort, Ky., writes us that since his report was published, April 7, the condition has fallen much below because of dry, cool weather and poor development of wheat growth, and that many estimate the condition April 21 as low as 60. "My observation inclines me to believe that this will be about the condition in my next report. Considerable acreage has been plowed up and put to oats or corn." The April 1 condition of wheat was 71, of oats, 82; of rye, 76, and tobacco, 89.

Memphis expects in the early fall to entertain the Grain Dealers' National Asso-

ciation. This is one of the most important national bodies, and its coming to Memphis for its next annual convention is a great event. It is important because it virtually acknowledges to the world that Memphis is one of the greatest grain markets in the entire South. The selection of a city for the convention is usually left to the executive committee, and this committee never accepts any invitation without first looking into the city making it to ascertain what the possibilities are as a grain market. Memphis has been active in presenting her claims, and they have developed a surprising strength. As a grain market the city is decidedly an important center. There are five elevators now in active operation handling the grain that is shipped into and through the city, and one of these may properly be considered the largest and most important in the entire South. There are in the city fourteen grain dealers, and all are in a flourishing condition. The grain interest in Memphis has been of gradual growth. A few years ago it amounted to little, to-day it is one of the most important factors in the commerce of the city. The drouth of last summer, which has caused so much suffering in the grain belt has, of course, affected the trade, not only in Memphis, but in other cities, at the same time the receipts here show that Memphis has fared far better than most of the other grain centers. A statement of the receipts of the past year as compared with the receipts of the preceding year will show just how the city has stood the strain and how sure has been the increase in the business at this point. The local dealers last season sold 124,000 sacks of bran, while in 1900 they sold 132,000 sacks, showing a slight falling off in the volume of business in this particular product. The local dealers sold last year 4,422,328 bushels of corn, while in 1900 they sold 2,728,574 bushels. It will be seen from this statement alone that the amount of corn handled here is almost double that of the preceding year. There was a corresponding increase in the amount of wheat handled in this city, as is shown by the statement issued by the Memphis Merchants' Exchange. According to the authentic reports dealers here last year handled 387,000 bushels of wheat against 256,500 bushels in 1900. There was a falling off in the shipment and receipts of hay. The hay market everywhere suffered from the drouth. The statements issued show that during the year 40,560 tons of hay were sold here, while in 1900 42,828 tons were sold, and in 1901 6,796,500 bushels of oats were sold here, while in 1900 only 3,366,000 bushels were sold.—Commercial-Appeal, Memphis, April 10.

SOUTHWEST.

S. H. Schwartz of Hobart, Okla., has retired from the grain and feed business for a time.

Readers will confer a favor by sending notices of new firms, new elevators and business changes.

Christ Oelke, Anadarko, Okla., April 15: We are having plenty of rain here now, as it has rained for five days.

The Blackwell Milling & Elevator Co., of Blackwell, Okla., expect to build an elevator at Clyde, Okla., this season.

The Marseilles Manufacturing Company, through its branch office at Kansas City, recently has sold machinery for elevators to be erected by the Davis Viliott Grain Company at Tyner, Okla., and Duncan Bros. at Braman, Okla.

The Gulf Warehouse & Trading Co. has been incorporated at Lake Charles,

La., with \$250,000 capital stock, for the purpose of erecting and operating rice warehouses throughout the rice belt.

The Texas & Pacific railway will build wharves and enlarge the old grain elevator at Westwego, La. The new 1,000,000-bushel elevator will be used for handling grain while the repairs are under way.

W. H. Williamson, Nardin, Okla., writes: J. M. & W. W. Cline, majority stockholders in the Nardin Mill Co., whose plant was destroyed by fire Feb. 6, are reorganizing and will rebuild as soon as arrangements are completed.

Cy Williams, Norman, Okla., April 21: This part of Oklahoma has certainly been blessed with good rains during the last two weeks and while there may be about 10 per cent of the stand of wheat killed from the dry winter, we think the present crop conditions will amply make up for the deficiency in stand, as prospects are considerably better than at the same time last season with no sign of green bug or louse. Corn coming up nicely, oats fine, potatoes up and looking nice and an abundance of fruit. No disaster from now on Oklahoma will be blessed with Mother Earth's products. Cotton planting in progress.

TEXAS.

Induce your neighbor dealers to join the state association.

Work on the new elevator of the Southern Pacific Railway at Galveston, Tex., is making fair progress.

Secretary Dorsey has recently secured four new members—The Fort Grain Co., of Waco; Hudson & Logan, Rhome; Jockusch, Davison & Co., Galveston, and Reid Bros., of Venus.

Now that our crop prospects are reasonably good, grain dealers are considering the advisability of becoming members of our association. Hugh B. Dorsey, secretary, Weatherford, April 16.

J. S. Fordtran has succeeded the firm of W. A. Gardner & Company at Galveston, Tex., which was composed of W. A. Gardner and J. S. Fordtran. Mr. Gardner will enter another line of business.

The executive committee of the Texas Grain Dealers Association has fixed the date for the annual meeting May 22 and 23 at Waco, Tex. The program will be published in the next issue of the Grain Dealers Journal.

The Bayou City Rice Milling Company of Houston, Tex., and the Bay Prairie Land and Irrigation Company of Bay Prairie, Tex., have let the contracts for the building and equipment of their plants to the Barnard & Leas Manufacturing Co.

John B. Nichols, Crawford, Tex., April 14: Saturday night, the 12th, and again Sunday afternoon gave us the finest rain we have had since September 8, 1900, the time of the Galveston flood. Wheat coming out and good farmers say will make 15 to 20 bushels per acre; one more rain say in two weeks will do it; rain came in time, as wheat was suffering; corn up and doing well; all in all prospects for grain and corn crop are A1.

F. H. Rawson, vice-president of the Union Trust Company, Chicago, who recently returned from Texas, is credited by Commercial West with saying: "Texas possesses nearly every possible natural resource, and were it not for the unfortunate laws of the state, the prosperity it could enjoy would be almost illimitable. But the development of the state is very much retarded by the difficulties of securing outside capital; for in a state where the laws have been drawn up entirely for the benefit of the debtor, where no mortgages can be safely accepted, and where

debts can not be collected unless debtors choose to pay, it takes very high rates of interest to make capital at all inclined to come in."

While in Kansas City I visited the various places of handling grain, and found in some instances that those pretending to be sackers were sacking corn from cars that had been weighed officially and sometimes the grain was put back into these cars, but in handling it in this manner considerable quantity would be lost on the ground, and it occurred to me this might be an explanation for so many shortages. I learned from Mr. Goodwin, the chief weigh-master, that no one authorized to sack for the weighing department handled grain in this manner, but that it was weighed and handled through the elevators where there was no occasion for waste. Hugh B. Dorsey, secretary of the Texas Association.

WISCONSIN.

Membership in the Milwaukee Chamber of Commerce are selling at \$1.050.

Wallace Palfrey is contemplating the erection of a feed mill at Blaine, Wis.

Readers will confer a favor by sending notices of new firms, new elevators and business changes.

The Northern Grain Company is building a 24x28 feet addition to its elevator at Janesville, Wis.

A fire fanned by a strong wind, April 11, destroyed an elevator at Bear Creek, Wis., belonging to P. D. Murphy.

Robert Lindblom will remove to Milwaukee, to personally manage his grain commission office in the Cream City.

The extension to the Wirtz Elevator at Kaukauna, Wis., has been completed. It is 56x18 feet and will be used for storage purposes.

Donohoo, Splinter & Company, Cuba City, Wis., April 15: Crop condition unfavorable owing to continuous cold weather and prevailing drouth.

M. B. M. Peacock, one of the most prominent grain dealers and the owner of several elevators in Wisconsin, died April 21 at Beaver Dam, aged 60 years.

At the annual meeting of the clearing house of the Milwaukee Chamber of Commerce, April 9, it was decided to increase the capital stock from \$15,000 to \$30,000, to accommodate new members. The old officers were re-elected.

Loring & Company, a bucket-shop of Milwaukee, Wis., operating a number of traps at the smaller towns in Wisconsin and Michigan, stopped taking trades April 7, on account of the departure of the manager with the cash. Many victims are sadder but wiser.

Bertin Ramsey, president of the Wisconsin Malt & Grain Company, was stopped near his home in Appleton, Wis., recently, by two masked men and robbed of \$60. The robbers, who were evidently amateurs in the work, overlooked a roll of bills amounting to \$250, a valuable gold watch and various pieces of jewelry. Both men escaped.

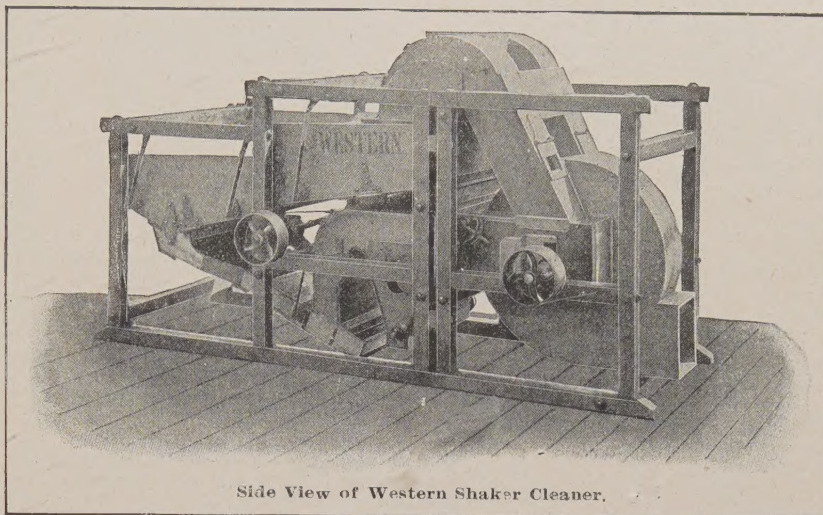
The Milwaukee Chamber of Commerce recently elected the following officers for the ensuing year: President, Edward C. Wall; first vice-president, S. G. Courteen; second vice-president, B. G. Ellsworth; directors for three years, E. H. Dadmun, W. E. Waugh, E. J. Furlong; board of arbitration, H. D. Pheatt, Alexander Schmidt, C. R. Lull, John Buerger, L. J. Deetjen; board of appeals, Cassius M. Paine, Jas. McAlpine, George A. Adlam, Oscar C. Mohr, F. H. Magdeburg; secretary and treasurer, W. J. Langson; weighmaster, F. F. Clapp; grain inspector, Frank D. Hinkley; director for unexpired term, G. G. Holstein.

"Western" Shaker Cleaner

Cleans corn, wheat or oats perfectly without changing screens. Using one on your grain will insure enough better grades to pay for it.

"Western" Corn Sheller

is designed especially for grain warehousemen. It has large capacity and is well built. Its improved adjusting lever makes it possible to adjust the cylinder to any kind or condition of corn while running. Made in eight sizes. Write for catalog and discounts.



Side View of Western Shaker Cleaner.

Manufactured by **Union Iron Works,**
DECATUR, ILL.

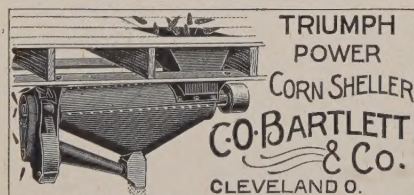
We make a specialty of the machinery and plans for modern elevators—employing a licensed architect.

The Original "TRIUMPH" Sheller

Made of All Iron and Steel. Runs Either Way
TWO STYLES.



NO. 1. Shells corn either wet or dry entirely clean from the cob. Sold on a strict guarantee.
HORTON MFG. CO., Painesville, Ohio.



TRIUMPH
POWER
CORN SHELLER
C. BARTLETT
& Co.
CLEVELAND O.



PAT. DEC. 7, '97. DUST PROTECTOR

The "Perfection" is made of metal and nickel plated. Air is inhaled through a fine wet sponge and exhaled through an Automatic Valve. Sent post-paid for \$1.50. Clr. free. Address H. S. COVER, South Bend, Ind.



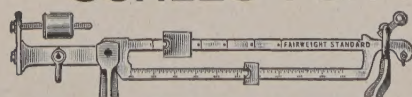
WE ARE LARGE MANUFACTURERS OF Steel Roofing, Corrugated Iron, Etc.

We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

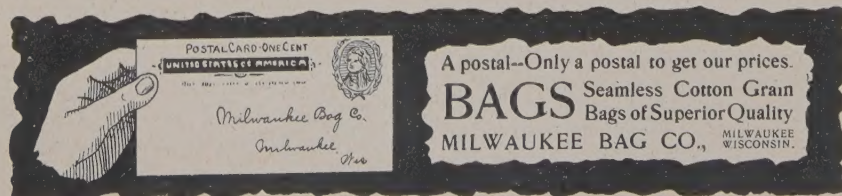
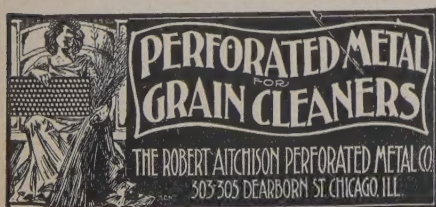
SYKES STEEL ROOFING CO., CHICAGO, ILL.

Oats CLIPPED, CLEANED AND MIXED AT THE NICKEL PLATE ELEVATOR OPERATED BY HARRY G. CHASE, TRADERS BLDG., CHICAGO.

SCALES FOR ALL PURPOSES.



Before you buy see the most up-to-date scales on the market. Compound beams, weighing all on the beams; steel levers, steel frames; concrete walls. Pivot bearings and every modern appliance, with no objectionable features. **High-class scales our specialty. Introductory prices** where we have no agents. **FAIRWEIGHT STANDARD SCALE CO., Danville, Ill.**
Mention this paper



A Weather Market.



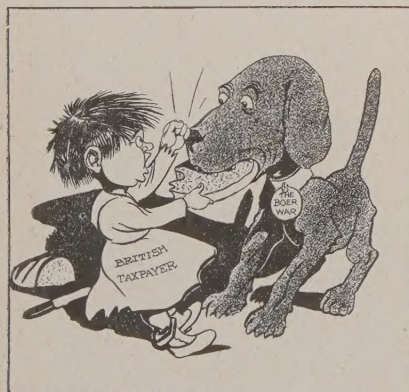
If a fortune's to be won, Look aloft.
Take a pointer from the sun, Look aloft.
On the weather it depends, Look aloft.
So we warn you all good friends,
If you want big dividends, Look aloft.

Ere you take a deal in wheat, Look aloft.
Note the cold and note the heat, Look aloft.
If the sky is bright and clear, Look aloft.
If you find no rain is near,
Buy the stuff without a fear. Look aloft.

But if you see a cloud Up aloft.
And the rain is pattering loud, From aloft.
Then sell with all your might, Never fear. You're in the right.
The price 'll drop clear out of sight, From aloft.

—From Zahm & Co.'s Circular.

And Now It's His Bread.



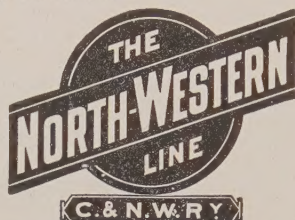
"Let loose, can't ye?"

A. C. Loring, president of the Northwestern Consolidated Milling Co., Minneapolis, Minn., says: Local millers have for some time been considering the advisability of bringing Manitoba wheat to this city in bond, and it may yet be found necessary to do so. Something will have to be done to put a stop to the demoralizing competition of the cheap Manitoba wheat.

A concrete coke storage plant has been completed at Milwaukee, Wis., by the Milwaukee Gas Light Co., much after the plan of a grain elevator. The building is 20x100 feet, 65 feet high, and divided into many bins. The side walls are 8 inches thick, and inclose sheets of expanded metal, which add to their strength and enable the walls to be made thinner. The steel frame of the side and end walls is made up of I beams.

MANUFACTURERS

Contemplating establishing plants in the West, should take advantage of a location on



THE PIONEER LINE
WEST AND NORTHWEST OF CHICAGO

which reaches the famous

**WATER POWERS,
COAL FIELDS,
IRON ORE RANGES,
HARD AND SOFT LUMBER
DISTRICTS**

of the West and Northwest, and affords the best means of transportation to the markets of the world.

For further particulars apply to
MARVIN HUGHITT, Jr., E. D. BRIGHAM,
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CHICAGO

Cattle prices at Chicago during March broke all records of March averages.

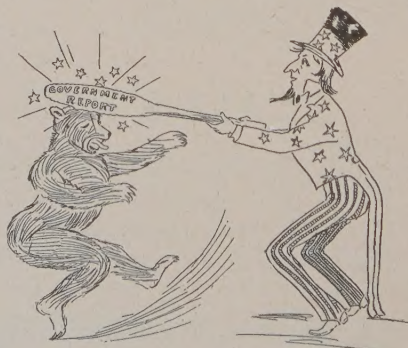
A good stand of corn on June 1 may cause history to repeat itself by knocking 30 cents off the price before harvest.

A national reciprocity league is to be formed at a meeting of business men from all parts of the country, April 10, at the Grand Pacific hotel, Chicago.

A rice kitchen is being conducted at Washington, D. C., by the Rice Association of America. Free lessons on rice cooking are given daily, and a variety of tasty rice dishes are served.

Five directors of the Grain Drying Co., of Cassel, Germany, have been sentenced to 3 to 7 months' imprisonment and 5,000 to 10,000 marks' fine, for having concealed the condition of the bankrupt company's affairs.

Mr. Bear Gets a Whack from Uncle Sam.



The government report of last Thursday showing condition on winter wheat of 78.7 rather surprised the bears. They expected a condition of at least 84. The weather from now on will be important factor. Watch it.—Z. F. Zahm & Co.

LOCATIONS FOR INDUSTRIES.

The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

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verses eight states, which comprise a great agricultural manufacturing and mining territory. The Chicago, Milwaukee & St. Paul Railway Company gives unremitting attention to the development of local traffic on its lines and, with this in view, seeks to increase the number of manufacturing plants on its system either through their creation by local enterprise or the influx of manufacturers from the East. It has all its territory districted in relation to resources, adaptability and advantages for manufacturing. Specific information furnished manufacturers in regard to suitable locations. Address

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The official gazette of the Russian minister of finance calls attention to the effect upon the exports from that country of the proposed increased German duties on breadstuffs, and suggests the replacing of the rye and barley crops, which are exported to Germany, with increased planting of wheat and corn, especially the latter. At present corn growing is confined to very limited districts in southern Russia, and in 1900 the total area was only 3,268,473 acres, against 52,313,061 acres under wheat, 73,493,930 acres under rye, 43,847,512 acres under oats, 20,747,011 acres under barley, 7,713,926 acres under millet, and 6,164,705 acres under buckwheat.

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The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So in looking for, say 9846, we know it is on the page indexed 6, and in the column headed 4, and is quickest found by looking down the blue line for the third figure or 8. The instances in which these three figures appear in this combination will be so few that the required number can always be instantly found if properly entered.

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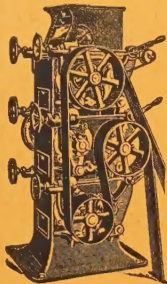
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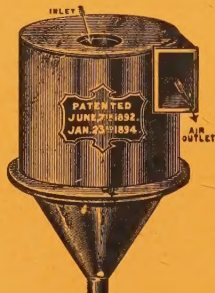
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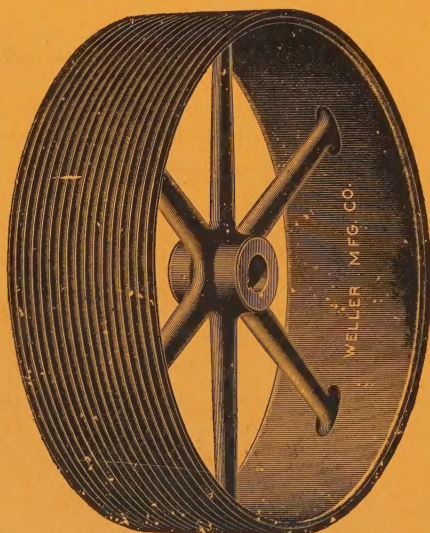


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